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March 7, 2008

Mr. Mike Elabarger, Project Manager
Loudoun County Department of Planning
1 Harrison Street, SE, Third Floor
Leesburg, VA 20177

**Re: Play to Win, LLC Special Exception and Zoning Modification (SPEX
2007-0056, SPEX 2007-0059, SPEX 2007-0060, and ZMOD 2007-0012)
Goose Creek Scenic River Advisory Committee Referral Response
Letter**

Dear Mr. Elabarger:

Play to Win, LLC (hereinafter the "Applicant") provides this letter as a written response to the Goose Creek Scenic River Advisory Committee referral comments addressing the above referenced application. For your convenience, the committee's comments are stated below and the Applicant's responses follow in bold italics.

**GOOSE CREEK SCENIC RIVER ADVISORY COMMITTEE (Helen Casey,
Chairman, 2/11/08)**

The Goose Creek Scenic River Advisory Board appreciates the opportunity to comment on this application.

We understand the applicant has agreed to the following restrictions as they pertain to Goose Creek:

- a 300' scenic easement/setback from Goose Creek scar line, within which there will be no disturbance of the existing vegetation, no buildings erected, no impervious surfaces built, no dumping of brush, etc.;

Applicant Response:

The Applicant has drafted a conservation easement that addresses the perpetual

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A-115

preservation of the 300 foot scenic easement/setback from the Goose Creek scar line. Based on the previous comments received from the Goose Creek Scenic River Advisory Committee, the conservation easement has been revised and is included with this referral response letter for further review by the committee and County Staff.

- adequate provisions (BMP) for runoff from all structures east of the 300' setback, etc.;

Applicant Response:

The Applicant has developed a storm water management system that will filter and release runoff from all structures east of the 300 foot setback at levels that meet Loudoun County regulations.

- proposed buildings will be setback 1000' from the Creek's scar line;

Applicant Response:

The site has been developed in a way to concentrate development of the proposed buildings as far away from the Goose Creek as possible. This is one of the primary reasons for the zoning modification request to reduce the significant 100 foot building and 75 foot parking setbacks against Route 659, as required by the Revised 1993 Loudoun County Zoning Ordinance.

Despite the request to modify the setback requirement and the effort to concentrate buildings as far away from the Goose Creek as possible, the amount of parking required to accommodate the proposed facilities has pushed the main building slightly within the 1,000 foot voluntary buffer. There is also a small concession/restroom facility located in the outdoor field area that is within the 1,000 foot buffer area.

- the planned playing fields will be of pervious materials only and will have adequate provision for runoff thereon;

Applicant Response:

The planned playing fields will indeed be constructed of pervious materials and are included as part of the overall site's storm water management system that will properly outfall runoff at levels that meet Loudoun County regulations.

- and the lighting will be so planned as not to be seen from the creek. A field trip to view sample product of "Musco" lighting has not yet been accomplished.

A-116

Applicant Response:

As shown in our previous meeting with the Goose Creek Scenic River Advisory Committee, the field lighting will not have a negative impact on the Goose Creek. The site is benefited from a natural slope that includes an escarpment as it approaches the Goose Creek. In addition to the trees that will be preserved within the 300 foot buffer, the site's natural slope and the escarpment that abuts the creek provide a significant visual barrier from the Goose Creek. Therefore, it's our assertion that outdoor lighting will not have a negative impact on the Goose Creek.

The Applicant is more than willing to setup a field trip to view a sample product of Musco. Details of this field trip can be worked out with the Goose Creek Scenic River Advisory Committee at their convenience.

As a condition of the Special Exception, we would expect specific language to state that only pervious materials will be used on the playing fields. If this condition should change in the future, we would expect withdrawal of approval of the project.

Applicant Response:

The Applicant would be agreeable to a condition of approval that states only pervious materials will be used on the playing fields.

We would also suggest that any paths or trails built in the 300' scenic easement be of rustic or no material and intended for the serious hiker, with trails for animals located outside of the 300' scenic easement, as is the official Policy of our Committee.

Applicant Response:

The Applicant has drafted the conservation easement in accordance with the trails policy of the Goose Creek Scenic River Advisory Committee. This includes the provision that any paths or trails built in the 300 foot scenic easement be of rustic material and intended for the serious hiker.

Please keep us apprised of other referrals and/or information that may affect Goose Creek scenic beauty or water quality in regard to this project. As information is developed, we reserve the right to bring any further comments to your attention.

Please feel free to contact me if you have any questions or comments concerning this referral response.

A-117

Sincerely,

WALSH, COLUCCI, LUBELEY,
EMRICH & WALSH, P.C.

Michael Romeo, AICP
Land Use Planner

cc: Chris Bourassa, President, Play to Win, LLC
Brian Sears, P.E., Associate, Urban, Ltd.
Dave Herring, Principal, Herring & Trowbridge Architects
J. Randall Minchew, Managing Attorney – Leesburg Office, Walsh, Colucci,
Lubeley, Emrich & Walsh, P.C.
Mil L. “Flip” Wallen, III, CEO, Trinity Group Construction
Cora McManis, Director of Marketing, Play to Win, LLC
Marc Tasker, CCIM, SIOR, Principal, NAI KLNB

A-118



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April 16, 2008

Via Hand Delivery

Mr. Mike Elabarger, Project Manager
Loudoun County Department of Planning
1 Harrison Street, SE, Third Floor
Leesburg, VA 20177

**Re: Play to Win Sports and Leadership Training Center Special Exception
and Zoning Modification Referral Response Letter (SPEX 2007-0056,
SPEX 2007-0059, SPEX 2007-0060 and ZMOD 2007-0012)**

Dear Mr. Elabarger:

Play to Win Sports and Leadership Training Center (hereinafter the "Applicant") provides this letter as a written response to the referral agency comments in the above referenced applications. For your convenience, each of the Staff comments are stated below and the Applicant's responses follow in bold italics.

**LOUDOUN COUNTY DEPARTMENT OF PLANNING – COMMUNITY PLANNING
(Sarah Milin, Planner, 3/11/08)**

PROJECT DESCRIPTION

Play to Win, LLC has submitted three Special Exception applications and one Zoning Ordinance Modification application in order to develop a Sports and Leadership Training Center on approximately 40.21 acres of land located along the western side of Belmont Ridge Road (Route 659), south of Route 7 and north of Gloucester Parkway. The western boundary of the site abuts Goose Creek. The site is currently zoned A-3 (Agricultural/Residential) and PD-IP (Planned Development – Industrial Park). According to the Statement of Justification, the mission of the Play to Win Sports and Leadership Training Center is "to provide character and leadership development opportunities for the children of the communities they serve". The facility is proposed to consist of a large parking area adjacent to Belmont Ridge Road and the following three buildings: (1) a 225,000 sq ft main building that will include indoor turf fields; indoor courts; a training area; an entertainment/recreation area; a youth study area with a

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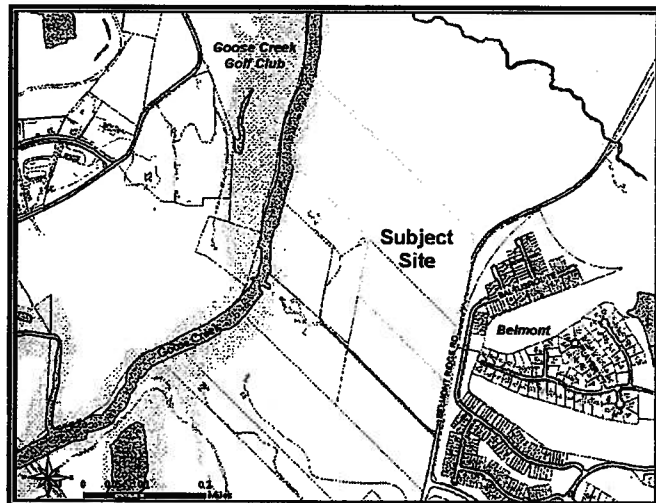
A-119

library; conference, classroom and office space; retail and concession areas; and locker and restroom facilities; (2) a 61,500 sq ft building that will include office space or an additional athletic/leadership-oriented facility; and (3) a 14,000 sq ft building that will include office space or an additional athletic/leadership-oriented facility. In addition, several outdoor fields will be provided on three terraced levels on the portion of the property closest to the Goose Creek.

The specific applications are as follows:

- SPEX 2007-0056: To allow outdoor recreational uses in the portion of the property zoned A-3;
- SPEX 2007-0059: To allow lighting for the outdoor fields to exceed 0.25 foot candles at several locations on the periphery of the site;
- SPEX 2007-0060: To allow office in PD-IP; and
- ZMOD 2007-0012: To allow parking to be set back a minimum of 20 feet (as opposed to the 75 feet required in the Zoning Ordinance) from Belmont Ridge Road.

As shown in the vicinity map to the right, the subject site is bordered to the north by vacant land zoned PD-IP and A-3; to the south by a residence and vacant parcels; to the east, on the other side of Belmont Ridge Road, by the Belmont residential community; and to the west by the Goose Creek, vacant land, and the Goose Creek Golf Club. It contains several significant natural features, including stream corridor resources, natural drainageways, tree cover, diabase soils, moderately steep slopes, and very steep slopes.



The subject site is currently undeveloped and completely forested. The Applicant has provided an Endangered Species Survey, a Wetland Delineation Report, a Forest Stand Delineation, a Phase 1-A Archaeological Assessment, a Phase 1 Archaeological Survey, and a Phase 1 Environmental Site Assessment with the application materials. The site is also located within the quarry notification overlay district associated with the Luck Stone Quarry.

A-120

COMPLIANCE WITH THE COMPREHENSIVE PLAN

Guidance for development of the subject property is provided by the Revised General Plan. The Revised Countywide Transportation Plan and the Bicycle and Pedestrian Mobility Master Plan ('Bike/Ped Plan') also apply. The site is located in the Ashburn Community of the Suburban Policy Area. The Revised General Plan designates the site as suitable for Business Community land uses (Revised General Plan, Planned Land Use Map, pg. 7-23). Staff notes that the Statement of Justification refers to the North Goose Creek Plan Amendment (CPAM 1997-0001), which amended the Loudoun County Choices and Changes General Plan. This Plan amendment, which was adopted on March 18, 1998, has been superseded by the Revised General Plan.

ANALYSIS

1. LAND USE

The Applicant proposes a large-scale recreational use with accessory office and retail space within a planned Business Community area. Two Special Exceptions related to the proposed use are requested – one to allow outdoor recreational uses in the portion of the property zoned A-3 and the second to allow office development within PD-IP.

The eastern portion of the subject property is zoned PD-IP, where a recreation establishment, outdoor or indoor, is a permitted use as long as certain performance criteria are met. A Special Exception is needed to continue the proposed use onto the western portion of the site, which is zoned A-3. Within this portion of the site, which is closest to the Goose Creek, outdoor recreational fields are proposed.

The Plan recognizes that open space features can enhance the vibrancy of communities by providing public interaction with nature and opportunities for outdoor recreation. Such assets can be held in either private or public ownership (Revised General Plan, text, pg. 5-39). Within Business communities, there is no limit to the amount of open space, which includes natural, passive recreation, and active recreation, that can be provided (Revised General Plan, Policy 2g, pg. 6-29, Policy 5g, pg. 6-29 and Glossary, pg. G-7). Plan policies also specifically encourage the placement of certain active recreational facilities, including lighted ballfields, in Business land use areas (Revised General Plan, text, pg. 6-10).

Regarding the proposed office uses in PD-IP, the Revised 1993 Loudoun County Zoning Ordinance was recently revised to permit office uses by-right in the PD-IP zoning district as long as certain performance standards are met. For this application, the proposed office uses are unable to meet some of these standards and therefore a Special Exception is needed. The Plan envisions that Business land uses may develop as either Regional Office or Light Industrial communities and are intended to support a mix of uses with the regional office or light industrial use constituting the predominant component of the mix. Up to 70% of the total land area within a Regional Office

A-121

community and up to 40% within a Light Industrial community can be developed with office uses (Revised General Plan, Policy 2b and 5c, pg. 6-29). The proposed office uses are ancillary to a recreational use. As discussed above, there is no limit to the amount of open space that can be provided within Business communities.

Although the proposed use is in keeping with Plan policies, staff is concerned about the scale and intensity of the proposal with regards to sensitive environmental features and impacts to the surrounding transportation system, namely Belmont Ridge Road (Route 659). Although staff defers to the Office of Transportation Services and the Virginia Department of Transportation regarding transportation recommendations, Plan policies state that land use and transportation decisions should be linked so that planned land uses are supported by the appropriate types, levels and timing of transportation improvements (Revised Countywide Transportation Plan, Policy 3, pg. 1-3). At its existing capacity as a 2-lane road, staff questions whether the Belmont Ridge Road can accommodate the anticipated traffic. It is also not clear when the roadway will be expanded to four lanes.

Staff finds that the proposed use is consistent with the planned land use for the subject site but recommends that development be phased based on adequate transportation facilities. Staff also requests clarification regarding the location of the proposed office development. The Statement of Justification indicates that some office space will be incorporated in all three of the proposed buildings. However, the Special Exception plat depicts office space only within the two smaller buildings. The key on the Special Exception plat also does not appear to correspond to the shading on the plat itself.

Applicant Response:

Per the Applicant's meeting with Community Planning Staff on March 19th, the Applicant explained that the property will likely be built in phases, but the timing of those phases is undetermined at this time. The 225,000 square foot main building, parking lot, and outdoor fields will be built in the first phase of development and the 61,500 square foot north building and the 18,500 square foot south building will be built as the demand arises.

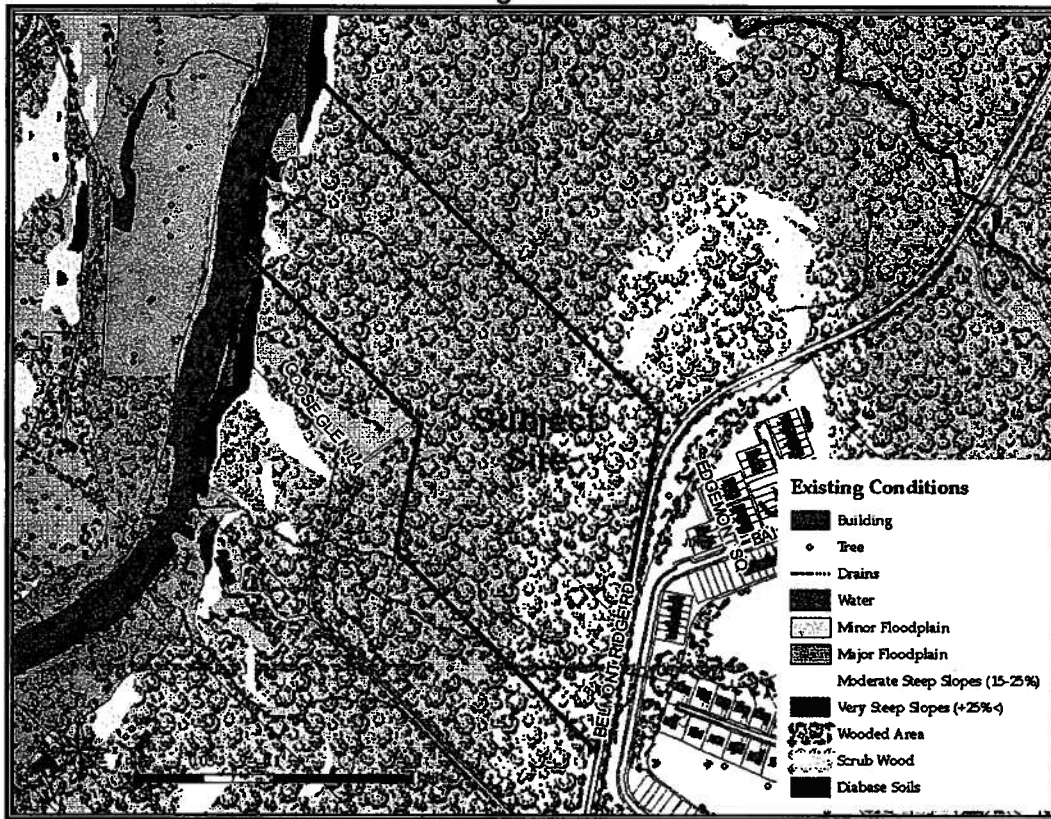
The Special Exception and Zoning Modification Plat (the "Plat") has been revised to include an office overlay on just the north building. The main building and south building will only include office space that is accessory to the primary use. The Plat has been revised to address the office use shading discrepancy.

2. EXISTING CONDITIONS

A-122

The County's overarching Green Infrastructure strategy is to create a stronger relationship between the natural and built environment by retaining, protecting, and restoring existing resources (*Revised General Plan, text, pg. 5-1*). As depicted in the graphic below, the site is completely forested, is adjacent to the Goose Creek, and contains significant environmental resources, including stream corridor resources, natural drainageways, diabase soils, moderately steep slopes, and very steep slopes. Due to the scale and intensity of the proposed use, the site's existing features will be completely impacted by the proposed development with the exception of the 300-foot no build buffer adjacent to the Goose Creek, which is proposed to be placed into a conservation easement. The proposal should take into consideration all elements of the Green Infrastructure and incorporate as many as possible into the development of the site. More specific recommendations are provided below.

Existing Conditions



a. Scenic River

The Goose Creek from the Fauquier and Loudoun County lines to the Potomac River is a designated "Scenic River". Plan policies state that the County will protect scenic rivers by defining a protection area as a 300-foot no-build buffer or the 50-foot

management buffer associated with river and stream corridor resources, whichever is greater. The river and stream corridor performance standards, best management practice requirements, and list of permitted uses will be applied to the no-build buffer (Revised General Plan, Policy 1, pg. 5-11). According to Note #2 on Sheet 2, the Applicant will provide a 300-foot conservation easement buffer to Loudoun County at no charge. This area, per the Special Exception plat, is measured east of the edge of the Goose Creek. Staff notes that the 50-foot management buffer associated with river and stream corridor resources is greater than the 300 foot no-build buffer. However, active recreation uses, such as those proposed, are permitted within the river and stream corridor per Plan policies.

Staff recommends commitments that the conservation easement will be permanent, that will be provided at no charge to the County, and that it will remain in a natural state (e.g., little to no disturbance will take place). It also may be appropriate to designate the area as a Tree Conservation Area. A timing mechanism should be developed regarding when the easement will be granted to the County, for instance with the first zoning permit. Staff supports the provision of a natural trail within the buffer (see Pedestrian and Bicycle Circulation discussion on pg. 10).

Applicant Response:

The conservation easement area will be protected in two ways. First, the area will be labeled as a Tree Conservation Area on the Plat. The draft conditions of approval include Tree Conservation Area language that addresses the preservation and maintenance of this area. Secondly, the Plat has been revised to include a note alluding to an Open Space Easement and Plat, which will be recorded in due course. The Applicant will agree to a timing mechanism for the recordation of the easement if that timing mechanism does not delay the development of the Property, i.e. prior to the issuance of the first occupancy permit for the main building. These measures will serve to protect the area in a natural state with as little disturbance as possible. A natural trail will also be constructed through the Tree Conservation Area by the Applicant and field located by the Loudoun County Parks and Recreation Department Staff.

b. Water Quality & Stormwater Management

The Plan recognizes that soil erosion and deposits of sediment is the single largest contributor to the degradation of stream water quality and the loss of aquatic habitat (Revised General Plan, Policy 6, pg. 5-17). Developing the property and constructing the terraces upon which athletic fields are proposed may result in increased sedimentation into the Goose Creek and a subsequent degradation of water quality. This problem may be exacerbated by the site's underlying diabase, which has high

A-124

runoff potential due to slow infiltration rates. Enhanced measures should be committed to which ensures little to no impact on the Goose Creek's water quality during development of the property.

Once the property has been developed, stormwater management facilities will be critical in maintaining water quality. According to a letter from the Goose Creek Scenic Advisory Board, the Applicant has agreed that the planned playing fields will be of pervious materials only. It is not clear what the site's overall stormwater management approach is planned as proposed facilities are not identified on the Special Exception plat. A Substantial Conformance Note on Sheet 1 indicates that the Applicant shall have flexibility in the final design of the site layout to accommodate final engineering or design modifications, including stormwater management ponds, etc. Low impact development (LID) measures could be used to treat runoff from the parking areas, as encouraged by Plan policies (*Revised General Plan, Policy 2, p. 5-17*). LID uses natural vegetation and small-scale treatment systems to treat and infiltrate rainfall close to the source.

Staff also notes that very steep and moderately steep slopes are present adjacent to the Goose Creek on the subject property. Very steep slopes are defined in the Plan as areas with a grade of more than 25 percent and/or with the soil Slope Class of E while moderately steep slopes have a 15 to 25 percent grade and/or the soil Slope Class of D (*Revised General Plan, text, p. 5-26*). Plan policies prohibit disturbance on steep slopes and call for special performance standards to be used to protect moderately steep slopes which include "best management practices, locational clearances for clearing and grading, and approval of natural drainageways" (*Revised General Plan, Policy 3, p. 5-26*). The slopes are located within the proposed 300-foot conservation easement, where no development is proposed.

Staff recommends that a condition of approval be developed specifying the types of erosion and sediment control measures that will be used in developing the Property, for example a commitment to conform to the erosion and sediment control standards outlined in Section 5.320.C.7.b.v. of the Loudoun County Facilities Standards Manual.

Applicant Response:

The Applicant would be agreeable to a condition of approval specifying the types of erosion and sediment control measures that will be used in developing the Property.

Staff also requests additional information regarding the project's overall stormwater management approach. The Applicant should commit to playing

A-125

fields that are constructed of pervious materials only. Lastly, staff also recommends a commitment to artificial fields in order to ensure that continued use of fertilizers will not be needed on the property. Opportunities to incorporate low impact development (LID) techniques, for example bioretention areas to treat runoff from the parking lots and/or a green roof, should be explored.

Applicant Response:

Per the Applicant's meeting with Community Planning Staff on March 19th, the storm water management approach will be comprehensive and serve to control the Property's water quantity and quality. Through the use of dry ponds and underground detention, the Property's outflow will be regulated at a rate within County regulations. Filters will be placed at strategic locations to filter runoff from the parking area, buildings, and the remainder of the Property. In addition, the outdoor synthetic turf fields will serve as an additional filtration mechanism. These fields contain a sand base that will serve to filter debris and will impede the water's progress prior to its detention and eventual outflow.

The Applicant is agreeable to a condition of approval that commits to playing fields constructed of pervious materials only. The Applicant does plan on constructing the outdoor grass fields on the middle terrace of synthetic turf, but will only agree to this stipulation if the planned Russell Branch Parkway extension west of Route 659 is removed by the Board of Supervisors from the Countywide Transportation Plan. If this planned extension is removed from the Plan, the Applicant will agree to construct all outdoor grass fields of synthetic turf.

c. Existing Forest Cover

The subject site is entirely forested. A Forest Stand Delineation report (October 22, 2007) has been provided which describes the types of trees that are present on the site. The site contains mature mixed hardwoods (predominantly oaks and hickories) and pines with a sparse understory. Twenty seven specimen trees were identified. In addition, an established riparian habitat is present adjacent to the Goose Creek. According to the report, "portions of the site containing large, deciduous trees should be considered for conservation".

It appears that the only forest cover that is proposed to be preserved is that located closest to the Goose Creek, within the proposed 300-foot conservation easement. Plan policies call for the protection of forests and natural vegetation for the various economic and environmental benefits that they provide (Revised General Plan, Policy 1, p. 5-21). Given the quality of the existing forest cover, the Applicant should explore additional opportunities for tree preservation if the grading of the site allows. For example, a

A-126

significant treed area could be preserved on the northern end of the site if the project provides the Zoning Ordinance-required 75 foot setback adjacent to Belmont Ridge Road.

Staff recommends that the application be revised in order to preserve as much existing vegetation as possible. Particular attention should be given to incorporating the identified specimen trees into the site's design and maintaining the tree cover within the setback adjacent to Belmont Ridge Road and within the buffers along the site's periphery. In order to help identify opportunities to preserve individual trees, it would be helpful to include the specimen trees on the Existing Conditions plat (Sheet 2).

Applicant Response:

The existing conditions plat has been revised to include specimen tree locations. The Applicant is preserving the 300-foot Tree Conservation Area abutting the Goose Creek, which includes the largest concentration of specimen trees on the two properties. Due to the significant 150-foot Route 659 right-of-way reservation to the east and the 300-foot and 1,000-foot Goose Creek buffer setbacks to the west, the Property is squeezed for usable area. In order to accommodate these buffer and right-of-way requests and provide the necessary parking to accommodate the buildings and fields, the setback reduction is critical to the success of the project. The grading that will occur on the Property will be extensive. Unfortunately, the existing trees located within the Route 659 buffer area will not be preserved.

Staff also notes that Existing Conditions Note #4 states that "Loudoun County GIS indicates no specimen trees onsite". However, the County does not track specimen trees and the Applicant's tree survey indicates otherwise. This note should be revised or deleted.

Applicant Response:

Existing Conditions Note #4 has been removed. The specimen tree locations are now shown on the Existing Conditions Plat.

Should the existing vegetation be preserved as recommended, then staff also recommends a commitment to a long-term maintenance plan and forestry best management practices, in conformance with Plan policies (Revised General Plan, Policy 3, p. 5-32).

Applicant Response:

A-127

The Applicant is agreeable to designating the 300-foot area abutting the Goose Creek as a Tree Conservation Area. The draft conditions of approval include tree conservation area language proposed by the Environmental Review Team that has been included in previous special exception application approvals.

d. Wetlands

The County supports the federal goal of no net loss to wetlands in the County (Revised General Plan, Policy 23, p. 5-11). A Wetland Delineation Report (November 12, 2007) submitted with the application determined that no wetlands or streams exist on the property that would be regulated by the U.S. Army Corps of Engineers or the Virginia Department of Environmental Quality. The wetland delineation has been confirmed by the U.S. Army Corps of Engineers.

Staff requests that Note 3 under the Existing Conditions Notes on Sheet 2 be updated to identify the Jurisdictional Determination number and date.

Applicant Response:

This note has been updated accordingly.

e. Plant and Wildlife Habitats

Plan policies state that development applications with the likelihood of impacting one or more natural heritage resources will conduct a species assessment and develop a plan for impact avoidance if the presence of a natural heritage resource is identified (Revised General Plan, Policy 8, p. 5-33 & 5-34). The Virginia Department of Conservation and Recreation (DCR), Division of Natural Heritage (DNH) defines natural heritage resources to include rare, threatened, and endangered plant and animal species; exemplary natural communities, habitats, and ecosystems; and significant geologic formations (Revised General Plan, Policy 8, p. 5-33 & 5-34).

A letter submitted with the application materials (from ECS Mid-Atlantic, LLC on October 10, 2007) indicates that according to the Virginia Fish and Wildlife Information Service threatened and endangered species database, there are no documented federal and/or state listed species within a two-mile radius of the project site. However, any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. The site has not been surveyed for threatened and endangered species, nor does it appear that the Virginia Department of Conservation and Recreation (DCR) has reviewed the project. Staff notes that diabase soils, such as those present on the subject site, may support rare diabase plant species.

A-128

In addition, significant Northern Hardpan Basic Oak-Hickory communities have been identified in the vicinity of the site.

Staff recommends that the Virginia Department of Conservation and Recreation (DCR) Virginia Department of Game and Inland Fisheries (VDGIF) be afforded the opportunity to review the proposal. A more detailed survey may be necessary to identify whether natural heritage resources are present on the subject property.

Applicant Response:

The Applicant is agreeable to allowing the Virginia Department of Conservation and Recreation and the Virginia Department of Game and Inland Fisheries the opportunity to review the proposal. However, it should be noted that at the time this referral was written and at the time the Applicant met with Community Planning Staff, a revised Phase I Archeological Study was underway. Since that time, the study has been completed and no archeological resources were discovered in the project area and no additional work is recommended. Community Planning Staff has since reviewed this study and concurs with the recommendation included in the study.

f. Historic Resources

The Revised General Plan states the County will require an archeological and historic resources survey as part of all development applications (Revised General Plan, Policy 11, p. 5-36). The application includes a Phase 1 archaeological survey for the subject property. Staff's review of the submitted report will be sent under separate cover.

g. Lighting

The Plan promotes sound night-lighting standards that will "reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment" (Revised General Plan, text, pg. 5-42). Lighting should be designed for effective nighttime use of the facility, minimizing off-site glare (Revised General Plan, text, p. 6-20). The Light and Glare Standards of the Revised 1993 Zoning Ordinance (Section 5-1504(A)) specifies that all sources of glare must not cause illumination in excess of 0.25 foot candles above background light levels measured at the boundary of the property as it abuts the adjacent lot. A Special Exception is requested so that the lighting on the outdoor fields may exceed these standards.

Specifically, eighteen light poles are proposed to illuminate the athletic fields on the western portion of the site. The applicant has included an illumination summary depicting the anticipated light intensities on the perimeter of the property based on

A-129

Musco light fixtures. The analysis identifies several locations along the site's northern and southern boundaries where the outdoor lighting will spill over onto adjacent properties; the maximum horizontal foot candle is anticipated to be 1.56. The affected property to the north is vacant, zoned PD-IP and A-3, and is planned for Business uses, while that to the south is zoned A-3 and contains a residence. Staff notes that the Existing Conditions plat does not accurately depict the residence on the property to the south. According to the Statement of Justification, the proposed lighting has no affect on the adjacent residence, the Goose Creek, and Route 659. Furthermore, in the few locations that show spill over, the adjacent properties are vacant and covered in vegetation. However, these parcels may be developed in the future. Additionally, the existing vegetation may not sufficiently buffer the dwelling on the southern property.

Staff finds that the proposed lighting has the potential to degrade the nighttime environment and will spill over onto adjoining properties. Staff recommends that the Applicant meet with the affected property owners to the north and south to discuss the proposed lighting as well as other aspects of the proposal, if this has not been done already. The Existing Conditions plat (Sheet 3) should be revised to depict all buildings on the parcel immediately south of the subject property. Staff also requests more specific information demonstrating that the proposed lighting is the minimum necessary to illuminate the proposed athletic fields and has been specifically chosen or designed to reduce off-site glare and spill over. Staff also recommends commitments that specify the type of lighting that will be provided (e.g., maximum height of poles, intensity of lighting, a design that reduces spillover, etc.) and that the outdoor lighting will be turned off at certain times of night.

Applicant Response:

The Applicant has spoken with the property owners to the north and has met with the residential property owners to the south. Through the meeting with the southern property owners, the Applicant described the type of outdoor field lighting system that will be implemented. The proposed lighting is the most technologically advanced outdoor lighting system available.

As the Applicant explained during the March 19th meeting with Staff, the proposed lighting is the most advanced Musco Lighting technology available. An example of the disparity between older generation lighting standards and more recent lighting technology can be found in Leesburg at Heritage High School and Freedom Park. These two facilities are located adjacent to each other. When viewing the lighting standards, it's clear to see how lighting technology has advanced over the past few decades. Heritage High School uses a 1976 brand of lighting, whereas Freedom Park uses a more recently developed Total Light

Control technology to shield the light and focus it downward. The technology that is proposed by Play to Win is even more advanced than the lighting included at Freedom Park.

Additionally, Staff was presented with an explanation of the lighting system, which demonstrated that the proposed lighting is the minimum necessary to reduce off-site glare and spill over and to provide for safe field conditions. In addition to the state-of-the-art lighting system, the Applicant proposes to construct an eight foot tall fence and one row of staggered evergreens planted every six feet along the property line that abuts the Arbetter residential property to the south. The draft conditions of approval address the type of lighting that will be provided and the time of day that the lights will be permitted.

The Existing Conditions Plat has been revised to depict all buildings on the parcel immediately south of the Property.

3. SITE DESIGN AND LAYOUT/ZONING ORDINANCE AMENDMENT

Overall, the Revised General Plan calls for new development in the County to achieve and sustain a built environment of high quality (Revised General Plan, Policy 1, pg. 5-5). In planned Business areas, Plan policies generally envision buildings to be the prominent feature of the area and call for parking areas to be placed behind them or in the center of blocks (Revised General Plan, Design Guidelines, pg. 11-15). A large parking area containing 886 parking spaces is proposed adjacent to Belmont Ridge Road (Route 659), in front of the proposed buildings. A Zoning Ordinance Modification is also requested to reduce the required parking setback adjacent to Belmont Ridge Road, a planned arterial road, from 75 feet to 20 feet.

Staff supports placing the parking adjacent to Belmont Ridge Road in this case because placing the parking behind the buildings would separate the buildings from the outdoor athletic fields and could create unsafe pedestrian conditions. However, additional information is needed to determine whether the amount of parking proposed is the amount necessary for the operation of the proposed Sports and Leadership Training Center. The County discourages developments to provide more parking spaces than are required by the Zoning Ordinance in order to minimize the creation of unnecessary or seldom used impervious surfaces (Revised General Plan, Policy 1, p. 6-30). Providing a total of 886 parking spaces may be excessive. Additionally, due to the proposed setback reduction to 20 feet, the parking areas may be highly visible from

surrounding roadways and residential areas. Staff also notes that additional trees could be preserved if the application were to provide the full 75-foot setback required by the Zoning Ordinance. The project proposes to remove the majority of the existing vegetation on the property, with the exception of the 300-foot buffer adjacent to Goose Creek.

Staff requests information regarding the amount of parking that is required for the proposed use per the Zoning Ordinance.

Applicant Response:

The parking calculation is now shown on the Plat and is included below. The parking calculation justifying the proposed drop-off spaces is enclosed with this referral response.

Main Building – recreation use (734 Occ. @ 0.33/person + 94 employees) = 337 spaces

North Building – office use (30,000 GSF @ 4/1,000 GSF + 31,500 GSF @ 3.3/1,000 GSF) = 224 spaces

South Building – recreation use (120 Occ. @ 0.33/person + 10 employees) = 50 spaces

Outdoor fields (348 Turf field players + 74 Sand field players @ 0.33/person) = 140 spaces

Outdoor bleachers (288 Occ. @ 0.33/person) = 95 spaces

Drop off spaces for recreation uses = 34 spaces

Total spaces required = 880 spaces

Total spaces provided = 892 spaces

Staff also does not support the proposed Zoning Modification to reduce the parking setback adjacent to Belmont Ridge Road due to the presence of existing hardwood vegetation worthy of preservation in this area. If the proposed modification is approved, then staff recommends that the visual impact of the parking areas from Belmont Ridge Road and the residences located across the street be mitigated by specific measures, such as heavy landscaping, depressing the parking area, and/or constructing earthen berms.

Applicant Response:

Unfortunately, the Property is encumbered on its western property boundary by the 300-foot and 1,000-foot voluntary Goose Creek buffers and along its eastern property boundary by the 150-foot VDOT right-of-way requested for the ultimate condition of Route 659. In order to respect the 300-foot and 1,000-foot Goose Creek buffers, the Applicant has attempted to shift all development as

A-132

close to Route 659 as possible. This has resulted in a request to modify the extensive 75-foot parking setback along Route 659. By reducing the parking setback to 25 feet, the Applicant is still able to provide ample vegetation and berming to reduce the visual impact of residences across Route 659. In addition to the vegetation and berming, the Applicant will provide additional evergreen trees to mitigate the potential visual impacts that may affect the adjacent homeowners, which are located approximately 250 feet from the Property boundary.

4. PEDESTRIAN AND BICYCLE CIRCULATION

The County is committed to establishing an integrated trails system for pedestrians and cyclists that provides non-vehicular connections between residential neighborhoods, workplaces, shopping centers, parks, etc. (*Revised General Plan, text, pg. 5-39 and Bike/Ped Plan, text, pg. 11*). The County places a priority on providing trails along creeks (*Revised General Plan, Policy 3k, pg. 5-40*).

Belmont Ridge Road is a designated baseline connecting roadway (*Bike/Ped Plan, Proposed Bicycle and Pedestrian Network map*). Plan policies state that every opportunity should be used to improve bicycle and pedestrian conditions along the major road and connecting corridors (*Bike/Ped Plan, Policy 1, pg. 46*). Such roads should be equipped with off-road shared use paths on both sides of the roadway that are at least 10-feet wide and paved (*Bike/Ped Plan, Table 4-1, pg. 29 and text, pg. 42*). Staff recognizes that the Virginia Department of Transportation is proposing to widen Belmont Ridge Road from Dulles Greenway to Route 7. It is not clear whether trails can be accommodated in the existing right-of-way and if they are proposed to be constructed in conjunction with that effort. Regarding internal pedestrian connections, the Special Exception plat indicates that 6-foot sidewalks will be provided adjacent to the fronts of the proposed buildings and crosswalks at two locations in the parking area. It is not clear what other facilities are planned to allow pedestrians to traverse safely between the different uses on the site.

Staff defers to the Office of Transportation Services (OTS) regarding pedestrian connections along Belmont Ridge Road. Staff recommends that a natural trail be provided along Goose Creek and that additional crosswalks be provided between the proposed buildings and outdoor fields that provide a visual and textural transition between non-vehicular and vehicular movements, such as a change in pavement type or, at a minimum, pavement markings. Staff also requests information regarding pedestrian access to the outdoor athletic fields. Bicycle racks should also be provided to encourage non-vehicular modes of transportation.

Applicant Response:

The Applicant will construct natural trails in the Tree Conservation Area, at such time as a natural trail abuts the northern or southern boundary of the Property at this location. As shown on the Plat, crosswalks or pavement markings will be provided at locations where a visual or textural transition occurs between non-vehicular and vehicular movements. Pedestrian access will occur as shown on sheet 3 of the Plat. A sufficient number of bicycle racks will be provided on the Property.

RECOMMENDATIONS

Although the proposed use is consistent with the planned land use for the subject site, staff is concerned about the scale and intensity of the proposal with regards to sensitive environmental features and impacts to the surrounding transportation system. Additional discussion and/or commitments are recommended. It may be necessary to phase development of the site to improvements on Belmont Ridge Road. The Applicant should also consider preserving additional tree cover, incorporating low impact development (LID) techniques to treat runoff from parking areas, and meet with affected property owners to the north and south to discuss the proposed lighting and other aspects of the proposal. Lastly, application materials should also be sent to the Virginia Department of Conservation and Recreation (DCR) Virginia Department of Game and Inland Fisheries (VDGIF) for review.

Staff recommends the following commitments:

- that the proposed conservation easement will be permanent, that it will remain in a natural state, and will be provided at no charge to the County at a certain point in time;
- that specific erosion and sediment control measures will be used in developing the Property, for example super silt fencing and enhanced sediment traps and basins;
- that the playing fields will be constructed of pervious materials only and will be artificial;
- that the proposed lighting is the minimum necessary for its intended purpose and that it be turned off at certain times of night;
- that the parking areas will be visually screened from the adjacent Belmont Ridge Road and residential areas by heavy landscaping, depressing the parking area, and/or constructing earthen berms. The enhanced landscaping should include existing trees, as feasible;
- that crosswalks will be provided between the proposed buildings and outdoor fields that provide a visual and textural transition between non-vehicular and vehicular movements, such as a change in pavement type or, at a minimum, pavement markings; and

A-134

- that a sufficient number of bicycle racks be provided.

**LOUDOUN COUNTY DEPARTMENT OF BUILDING AND DEVELOPMENT –
ENVIRONMENTAL REVIEW TEAM (Michael Clem, Archaeologist, 3/25/08)**

Staff has reviewed the revised Phase 1 archaeological report for the subject property prepared by ECS in March 2008. The property is located on the west side of Belmont Ridge Road, south of Rt. 7, and east of Goose Creek.

No archaeological sites were identified and the recommendation section of the report called for no further archaeological work.

Comments & Recommendation

Staff concludes that the appropriate level of testing was conducted, on the portions of the parcel that are to be disturbed by development activities, to locate any existing archaeological resources. If any further ground disturbance is conducted within the 300 foot Goose Creek buffer area then Phase I level testing must be conducted there prior to such activity. Staff concurs with the finding that no further work is warranted here unless there is additional disturbance in the buffer.

Applicant Response:

The Applicant concurs with this assessment.

**GOOSE CREEK SCENIC RIVER ADVISORY BOARD (Helen E. Casey, Chairman,
2/11/08)**

We understand the applicant has agreed to the following restrictions as they pertain to Goose Creek:

- a 300' scenic easement/setback from Goose Creek scar line, within which there will be no disturbance of the existing vegetation, no buildings erected, no impervious surfaces built, no dumping of brush, etc.;

Applicant Response:

The Applicant has drafted an open space easement that addresses the perpetual preservation of the 300-foot scenic easement. Based on the previous comments received from the Goose Creek Scenic River Advisory Committee, the open space easement has been revised on multiple occasions and is included with this referral response letter.

A-135

- adequate provisions (BMP) for runoff from all structures east of the 300' setback, etc.;

Applicant Response:

The Applicant has developed a storm water management system that will filter and release runoff from all structures east of the 300-foot setback at levels that meet Loudoun County regulations. The storm water management system was explained in detail during a meeting with Community Planning and Environmental Review Team Staff on March 19, 2008.

- proposed buildings will be setback 1000' from the Creek's scar line;

Applicant Response:

The site has been developed in a way to concentrate development of the proposed buildings as far away from the Goose Creek as possible. This is one of the primary reasons for the zoning modification request to reduce the significant 75-foot parking setback against Route 659, as required by the Revised 1993 Loudoun County Zoning Ordinance.

Despite the request to modify the setback requirement and the effort to concentrate buildings as far away from the Goose Creek as possible, the amount of parking required to accommodate the proposed facilities has pushed the main building slightly within the 1,000-foot voluntary buffer. There is also a small concession/restroom facility located in the outdoor field area that is located within the 1,000-foot buffer area.

- the planned playing fields will be of pervious materials only and will have adequate provision for runoff thereon;

Applicant Response:

The planned playing fields will indeed be constructed of pervious materials and are included as part of the Property's overall storm water management system that will properly outfall runoff at levels that meet Loudoun County regulations.

- and the lighting will be so planned as not to be seen from the creek. A field trip to view sample product of "Musco" lighting has not yet been accomplished.

A-136

Applicant Response:

As shown in the Applicant's January 16th meeting with the Goose Creek Scenic River Advisory Committee, the field lighting will not have a negative impact on the Goose Creek. The site is benefited from a natural slope that includes an escarpment as it approaches the Goose Creek. In addition to the trees that will be preserved within the 300-foot buffer, the site's natural slope, as well as the escarpment that abuts the creek, provide a significant visual barrier from the Goose Creek. Therefore, it's our assertion that outdoor lighting will not have a negative impact on the Goose Creek.

As the Applicant discussed during the March 12th meeting with the Goose Creek Scenic River Advisory Committee Staff, the proposed lighting is the most advanced Musco Lighting technology available. An example of the disparity between older generation lighting standards and more recent lighting technology can be found in Leesburg at Heritage High School and Freedom Park. These two facilities are located adjacent to each other. When viewing the lighting standards, it's clear to see how lighting technology has advanced over the past few decades. Heritage High School uses a 1976 brand of lighting, whereas Freedom Park uses a more recently developed Total Light Control technology to shield the light and focus it downward. The technology that is proposed by Play to Win is even more advanced than the lighting included at Freedom Park.

As a condition of the Special Exception, we would expect specific language to state that only pervious materials will be used on the playing fields. If this condition should change in the future, we would expect withdrawal of approval of the project.

Applicant Response:

The Applicant would be agreeable to a condition of approval that states only pervious materials will be used on the playing fields.

We would also suggest that any paths or trails built in the 300' scenic easement be of rustic or no material and intended for the serious hiker, with trails for animals located outside of the 300' scenic easement, as is the official Policy of our Committee.

Applicant Response:

The Applicant has drafted the open space easement in accordance with the trails policy of the Goose Creek Scenic River Advisory Committee. This includes the provision that any paths or trails built in the 300-foot scenic easement be of rustic material and intended for the serious hiker.

A-137

LOUDOUN COUNTY PARKS, RECREATION AND COMMUNITY SERVICES (Brian G. Fuller, Park Planner, 3/6/08)

BACKGROUND:

The Property is located on the west side of Route 659 (Belmont Ridge Road), on the east bank of the Goose Creek, and south of Route 7 (Harry Byrd Highway) in the Broad Run District. The Properties consist of approximately 40.21 acres within the Suburban Policy Area, and are currently zoned PD-IP (Planned Development – Industrial Park) and A-3 (Agricultural Residential). The Applicant (Play to Win, LLC) proposes to develop the Properties as a Sports and Leadership Training Center. The proposal includes indoor and outdoor artificial athletic fields for the purposes of future athletic and leadership training of local youth. To support this program, the Applicant seeks to a three Special Exceptions for the purposes of establishing an outdoor recreation establishment use in the A-3 Zoning District; for the provision of lighting outdoor athletic fields that exceeds 0.25 foot candles above background light levels measured at the boundary of the Property; and to permit the proposed office uses in PD-IP Zoning District, in accordance with the provisions of the Revised 1993 Loudoun County Zoning Ordinance. The Applicant also seeks a Zoning Modification to reduce the 75-foot parking setback along arterial roads to 20 feet.

POLICY:

The site is governed under the land use policies in the Revised General Plan. The subject sites are located within the Ashburn Subarea of the Suburban Policy Area. The Planned Land Use Map adopted with the Revised General Plan designates that the subject sites are planned for Business uses.

Under the Revised General Plan, *"Business land use policies address the location and character of large-scale office and light-industrial uses...[to encourage] a mix of uses... [and] generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space."*

PROJECT ANALYSIS:

The Applicant states the proposed special exceptions and zoning modification will allow for the construction of an approximate 225,000 sq. ft. building containing 3 indoor, rectangular synthetic turf fields, 3 indoor basketball/volleyball courts, and other training, entertainment, recreational, education, conference, office, concession and locker room

A-138

space; 3 terraced levels of playing fields including 2 synthetic turf fields on the highest terrace adjacent to the parking lot, 2 synthetic turf or natural grass fields on the middle terrace, and 2 or 3 synthetic turf fields on the lowest elevation closest to Goose Creek; and 2 additional buildings comprising 75,500 sq. ft. of office and/or athletic/leadership-oriented facilities.

COMMENTS:

With respect to Parks, Recreation and Community Services (PRCS) we offer the following comments and recommendations:

1. PRCS is developing a system of interconnected linear parks along the County's Stream Valley Corridors. This is consistent with the Greenways and Trail Policies of the Revised General Plan, Policy 1 (p. 5-39): "*Greenways include areas along rivers and streams that are often ideal for trails*". Policy 4 (p. 5-40): "*The County will seek through purchase, proffer, density transfer, donation or open-space easement, the preservation of greenways and the development of trails*". Parks, Recreation and Community Services Policies, Policy 3 (p. 3-15): "*The County encourages the contiguous development of regional linear parks, trail, and natural open space corridors to provide pedestrian links and preserve environmental and aesthetic resources*".

As a Condition of Approval, PRCS requests that the Applicant dedicate the proposed area for the "300-foot Permanent Conservation Easement" to the County for the purposes of a linear park along Goose Creek. This project property is vital for extending a trail along Goose Creek to connect with established portions of the Potomac Heritage National Scenic Trail and its trailhead at Keep Loudoun Beautiful Park downstream.

Should the Applicant be unwilling to fully-dedicate the property, PRCS requests a condition that the Applicant construct a 4-foot wide natural trail along Goose Creek within the 300-foot buffer, to be field located by PRCS Staff. In addition, PRCS requests that the Applicant condition to provide pedestrian connections from their parking lot to the trail, and condition to provide trail signage. This may include, but not be limited to, entrance signage, interpretive signage, and trail markers. The signage should meet PRCS standards at the time of installation.

A-139

Applicant Response:

The Applicant is providing a 300-foot Tree Conservation Area, overlaid by a permanent open space easement, for the purposes of providing a permanent natural area along the Goose Creek. The Applicant is agreeable to a condition of approval that requires the construction of a 4-foot wide natural trail along Goose Creek within the 300-foot buffer, to be field located by PRCS Staff, at such time that an off-site trail is connected to the northern or southern boundary of the Property. The Applicant is also willing to provide pedestrian connections from their parking lot to the trail that will include trail signage that meets PRCS standards at the time of installation.

2. Staff notes that the Statement of Justification identifies terraced, outdoor synthetic turf athletic fields, yet the SPEX/ZMOD Plat does not identify or label the fields to be synthetic turf. Please revise the Plat accordingly.

Applicant Response:

The Plat has been revised accordingly.

3. In conjunction with comments provided from the Goose Creek Scenic River Advisory Committee (dated February 11, 2008), as a Condition of Approval, PRCS requests that all outdoor athletic fields be constructed with a synthetic turf playing surface, including the two fields proposed on the "middle terrace." Goose Creek is a state-protected scenic river, which flows directly into the Potomac River, a major drinking water source for the Metropolitan Washington, DC area. Providing all synthetic turf fields would ensure the water quality of Goose Creek, preventing fertilizers and pesticides typically associated with natural grass management from entering the scenic river.

Applicant Response:

The Applicant is agreeable to providing synthetic turf on all fields, at such time that the extension of Russell Branch Parkway, west of Route 659, is removed by the Board of Supervisors from the Countywide Transportation Plan.

A-140

4. Staff requests more information concerning the identification and use of the 3 "rectangle shapes" directly west (behind) the main 225,000 building, as shown on Sheets 2 through 6 of the SPEX/ZMOD Plat.

Applicant Response:

The three "rectangle shapes" located directly west of the main building consist of two sand soccer fields and one grass/synthetic turf training field.

5. Staff notes that there is a significant amount of impervious surfaces associated with the proposed buildings and parking lot. PRCS requests that the Applicant identify the conceptual locations of SMW/BMP ponds to be located on the site.

Applicant Response:

The SWM/BMP dry ponds are located directly behind the south building and adjacent to the field on the lowest terrace abutting the 300-foot tree conservation area. Underground detention of storm water is also located under one of the fields located on a lower terrace.

6. Staff notes that the Statement of Justification indicates that proposed facilities, including the outdoor fields, are intended for athletic and leadership training purposes. Does the Applicant also intend to host athletic games, including league and tournament play? If so, please identify or label the spectator seating and/or viewing areas. Currently, it appears that the fields are located too close together to facilitate adequate spectator viewing.

Applicant Response:

The Applicant does intend to host athletic games including league and tournament play. The revised Plat clearly identifies spectator seating.

7. Staff requests that the Applicant provide a site development phasing plan.

Applicant Response:

A-141

The Property will likely be built in phases, but the timing of those phases is undetermined at this time. The 225,000 square foot main building, parking lot, and outdoor fields will be built in the first phase of development. The 61,500 square foot north building and 18,500 square foot south building will be built as the demand arises.

8. Staff requests the opportunity to discuss potential athletic program partnerships with the Applicant.

Applicant Response:

The Applicant is open to discussing potential athletic program partnerships with PRCS Staff.

CONCLUSION:

PRCS is enthusiastic about the Applicant's opportunity to provide additional athletic and leadership-training for the children of Loudoun County. However, Staff has identified the above, outstanding issues that require additional information to complete the review of this application.

LOUDOUN COUNTY DEPARTMENT OF BUILDING AND DEVELOPMENT – ENVIRONMENTAL REVIEW TEAM (Laura Edmonds, Environmental Engineer, 3/10/08)

The Environmental Review Team (ERT) reviewed the subject application during the March 4, 2008, ERT Meeting. Our comments pertaining to the current application are as follows:

Regarding streams and wetlands

- 1) Staff confirmed that the wetland delineation performed by Acorn Environmental indicating that there are no jurisdictional waters or wetlands on the property has been confirmed by the Army Corps of Engineers. Please update Note 3 under the Existing Conditions Notes on Sheet 2 to identify the Jurisdictional Determination number and date [e.g., There are no jurisdictional waters and wetlands on the

A-142

property as delineated by Acorn Environmental and confirmed by Army Corps of Engineers Jurisdictional Determination (number), issued on (date)].

Applicant Response:

The existing conditions notes have been updated accordingly.

Regarding the Goose Creek Buffer

- 2) The 300-foot buffer depicted on the plan adjacent to Goose Creek is consistent with the Scenic River Policies in the Revised General Plan, which support a 300-foot no-build buffer or the River and Stream Corridor Resources Buffer, whichever is greater (Policy 1, Page 5-11). The current buffer also surpasses the 200-foot Scenic Creek Valley Buffer required by Section 5-1000 of the Revised 1993 Zoning Ordinance. However, staff recommends that this area be contained within a Tree Conservation Area, subject to a Condition of Approval, to ensure preservation of existing vegetation and to identify permitted uses. Staff supports the provision of a 4-foot wide natural trail within the buffer recommended by the Department of Parks, Recreation and Community Services (PRCS). Staff further supports dedication of the Tree Conservation Area to PRCS as requested in the PRCS referral.

Applicant Response:

The Plat has been revised to show the delineation of the Tree Conservation Area. Also, the draft conditions of approval address the specific language concerning the Tree Conservation Area. As listed in the conditions of approval, a 4-foot wide trail will be provided as requested by Parks and Recreation Staff. An open space easement will also be provided to address access and maintenance issues regarding the 300-foot Tree Conservation Area.

Regarding forest resources

- 3) Please depict all deciduous specimen trees with a diameter breast height of 30 inches or greater, as identified in the Forest Stand Delineation Report, on the Existing Conditions Plat (Sheet 2) consistent with Item K.12 of the Special Exception Checklist.

Applicant Response:

The existing conditions plat has been revised to depict all deciduous specimen trees with a diameter breast height of 30 inches or greater, as identified in the Forest Stand Delineation Report.

A-143

- 4) Staff does not support the requested Zoning Modification to reduce the parking setback adjacent to Route 659 (Belmont Ridge Road) due to the presence of existing hardwood vegetation worthy of preservation in this area. The majority of the existing vegetation on this property will need to be removed to accommodate the proposed use, with the exception of the 300-foot buffer adjacent to Goose Creek. Therefore, staff recommends that the setback be maintained and that existing vegetation located within the setback be placed within a Tree Conservation Area. Staff further recommends that a Condition of Approval requiring preservation of the existing vegetation accompany the application.

Applicant Response:

As previously stated, the Property is encumbered on its western property boundary by the 300-foot and 1,000-foot voluntary Goose Creek buffers and along its eastern property boundary by the 150-foot VDOT right-of-way requested for the ultimate condition of Route 659. In order to respect the 300-foot and 1,000-foot Goose Creek buffers, the Applicant has attempted to shift all development as close to Route 659 as possible. This has resulted in a request to modify the extensive 75-foot parking setback along Route 659. By reducing the parking setback to 25 feet, the Applicant is still able to provide ample replacement vegetation and berming.

Regarding erosion and sediment control

- 5) Due to the extent of the grading proposed on the property and the proximity to Goose Creek, staff recommends a Condition of Approval requiring the project to conform to the erosion and sediment control standards outlined in Section 5.320.C.7.b.v. of the Loudoun County Facilities Standards Manual.

Applicant Response:

The Applicant is agreeable to this proposed condition of approval.

Regarding stormwater management

- 6) The proposed project will result in significant alterations to the existing topography and vegetation of the property. Staff requires additional information on the proposed stormwater management approach for the project in order to evaluate the effect of

A-144

the proposed special exception on water quality as required by Section 6-1310.H of the Revised 1993 Zoning Ordinance.

Applicant Response:

At the March 19th meeting, the Applicant provided an in-depth verbal explanation of the Property's storm water management approach for the Environmental Review Team Staff. Additional details can be found in the Play to Win site plan submission documents.

- 7) The applicant has agreed to and staff supports a Condition of Approval requiring pervious materials to be used on the playing fields.

Applicant Response:

The Applicant is agreeable to this condition of approval.

- 8) The Surface Water Policies within the Revised General Plan support the implementation of Low-Impact Development (LID) techniques (Page 5-17). Therefore, staff recommends that the applicant consider reconfiguring the planned parking areas to include landscape strips that can accommodate bioretention areas. Staff further recommends that the applicant consider applying a green roof to the proposed structure in an effort to reduce impervious area, to promote energy conservation (and reduced utility costs associated with heating and cooling the building), and to improve air quality.

Applicant Response:

The planned parking areas include a filtration and retention area that meets Loudoun County standards that will address the water quality and water quantity issues associated with the proposed parking area. The design of the primary building will not include a green roof.

Regarding green building practices

- 9) Staff encourages a commitment in the design of the proposed structure to meet Leadership in Energy and Environmental Design (LEED) standards, as supported by the United States Green Building Council. LEED recognizes site sustainability, conservation of energy and water, and indoor air quality, among other goals. The Revised General Plan also encourages these goals in the General Water Policies

A-145

supporting long-term water conservation (Policy 1, Page 2-20); the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23); and the Air Quality Policies supporting the creation of pedestrian and bicycle facilities (Policy 1, Page 5-41). Furthermore, the County encourages project designs that ensure long-term sustainability, as discussed in the Suburban Policy Area, Land Use and Pattern Design text (Page 6-2).

Applicant Response:

The Applicant has developed the following list of features that will be included as part of the development that address LEED standards:

- ***Photometric timed parking lot lighting;***
- ***Synthetic ball fields containing recycled material;***
- ***No irrigation required due to synthetic fields;***
- ***Storm water management measures;***
- ***Water-conserving plumbing fixtures;***
- ***Indoor lighting on motion sensors or infrared controls;***
- ***Indoor paints can be specified with low VOC content; and***
- ***Sun screen/grill at storefront system.***

LOUDOUN COUNTY DEPARTMENT OF BUILDING AND DEVELOPMENT - ZONING ADMINISTRATION (Amy Lohr, Planner, 3/25/08)

Staff has reviewed the referenced **special exception (SPEX)** and **zoning modification (ZMOD)** applications to include the materials identified on the transmittal sheet dated February 5, 2008 (attached). Parcel 30G is zoned Planned Development-Industrial Park (PD-IP) and parcel 30H is split-zoned PD-IP and Agricultural Residential-3 (A-3) under the Revised 1993 Loudoun County Zoning Ordinance. The following issues have been identified.

▪ **CRITICAL ISSUES**

1.

1. **Section 4-503, Permitted Uses (NN) Recreation Establishment, outdoor or indoor.** In the PD-IP district, indoor and outdoor recreation establishments shall meet the criteria in Sections 4-503(NN)(1) and (2), otherwise a special exception

A-146

is required under Section 4-504(Z). The statement of justification (p. 3) indicates that "the layout of the Property, as shown on the Special Exception and Zoning Modification Plat ('SPEX/ZMOD Plat'), verifies that the performance standards are being implemented." Staff does not agree that the SPEX/ZMOD Plat demonstrates conformance with the requirements for by-right development. The applicant needs to revise the Plat to illustrate the following: (1) Parking areas have been designed to enhance the safety of children as they arrive at and leave the facility; and (2) Parking areas will include a designated pickup and delivery zone, providing at least one parking space per 20 children. Such parking shall be located in proximity to the recreation establishment in such a way that provides safe and clearly designated access to enter or exit the facility. Please note that such spaces are in addition to the minimum requirements of Section 5-1100. Staff would expect to see sidewalks, crosswalks and additional signage to ensure the safety of children. Additionally, the plat needs to show the designated pickup and delivery zone. Given the size of the use, Section 4-503(NN)(2) may generate the need for many additional parking spaces. Staff recommends the applicant consider applying for a special exception under Section 4-504(Z).

In further regard to the proposed indoor recreation establishment, staff requests additional information as to the size and scope of the proposed youth study area with library, conference and classroom areas noted in the statement of justification (p. 2). The applicant needs to demonstrate that these uses are accessory (i.e. customarily incidental and subordinate) to the principal use. Additionally, the noted "retail and concession areas" shall be consistent with the definition of "recreation establishment, indoor," which allows for accessory uses such as "refreshment stands, equipment sales or rentals." Stand-alone retail is not permitted in the PD-IP district.

Applicant Response:

The Plat has been revised to address the criteria for a by-right indoor and outdoor recreation establishment as follows: The previously shown north and south entrances have been consolidated into one main entrance. This main entrance forces vehicles to follow a circulation pattern once they enter the Property that separates drop-off vehicles from parking vehicles. Given the recreation uses that will be provided in the main building and south building, the Applicant has calculated the amount of drop-off parking spaces needed for the two facilities. This calculation is included on an enclosed spreadsheet. Pedestrian connections are now clearly delineated on the Plat. The proposed youth study area is accessory to the principal indoor recreation use and is part of the Love Thy Neighbor program, which proposes to advance leadership training in youth through athletic and academic endeavors. By providing a youth study area and library in the Play to Win facility, the leadership values that are learned

A-147

on the field of play can be transmitted into the classroom to further develop youth in a positive way.

■ **OTHER ISSUES**

1. **Section 6-1310(C)** - *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.* The statement of justification (p. 6) indicates that the property is bordered by one neighboring residence, located in an area that will be buffered by the proposed 300-foot conservation easement. The indicated location of the neighboring residence is consistent with County Records. However, the plat (sheets 2 through 6) does not illustrate the neighboring residence. Rather, it depicts uses/structures in the northeast corner of parcel 30E on tax map 61, well beyond the 300-foot conservation easement. What are the uses/structures depicted on the plat that may be impacted by the proposed uses?

Applicant Response:

A cement slab (formerly a barn until its collapse) and garden plots are located in the northeast corner of parcel 30E on tax map 61. The cement slab is now used for the storage of yard equipment and other materials. The residence is shown as the structure closer to the Goose Creek. To mitigate the noise impact that may affect the abutting property, the Applicant is willing to provide an 8-foot tall board-on-board fence as well as a row of evergreen trees that extends from the 300-foot Tree Conservation Area along the entire joint property boundary.

2. **Section 6-1310(D)** - *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.* Many of the target points at the property boundary are difficult to read on the Musco analysis (sheet 4). Enlarge the drawing so that all the figures are legible. Also see comment B.24 below.

Applicant Response:

The Plat has been revised accordingly.

3. **Section 6-1310(E)** - *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.* Given the intensity of the proposed use, it is generally not compatible with the residential use to the south.

A-148

Applicant Response:

The Applicant is aware of the adjacent residential use and has discussed mitigation measures with this property owner. To address the general incompatibility with the adjacent residential use, the Applicant will be providing an 8-foot tall board-on-board fence as well as a row of evergreen trees that extends from the 300-foot Tree Conservation Area along the entire joint property boundary. In addition, lighting and public address timing limitations are included in the draft conditions of approval.

4. **Section 6-1310(F)** - *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses. Per County Records, the subject parcels are completely wooded. Staff recommends that existing viable vegetation be retained wherever possible. In addition, staff recommends a specific condition of approval provide for the retention of existing viable vegetation at the boundary with the existing residential property to mitigate the impact of noise and glare. Finally, staff recommends that any such tree save areas be shown on the plat.*

Applicant Response:

The 300-foot Tree Conservation Area abutting the Goose Creek will be preserved in accordance with the open space easement. In addition to this preservation area, the Applicant will be providing an 8-foot tall board-on-board fence as well as a row of evergreen trees that extends from the 300-foot Tree Conservation Area along the entire joint property boundary. The Tree Conservation Area is shown on the Plat.

5. **Section 6-1310(G)** - *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance. The statement of justification (p. 4) indicates that the applicant will provide a 300-foot permanent conservation easement along its entire Goose Creek frontage. Staff recommends this provision be included as a condition of approval.*

Applicant Response:

The draft conditions of approval include this provision.

6. **Section 6-1310(H)** - *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality. As noted above, the subject parcels are completely wooded and existing*

A-149

vegetation should be retained where possible. Staff defers to the Environmental Review Team for further comment on the impact to existing animal habitat, vegetation, water quality and air quality.

Applicant Response:

Through the mitigation measures provided through this application, the impacts to existing animal habitat, vegetation, water quality and air quality will be mitigated to the best of the Applicant's ability. The Applicant met with the Environmental Review Team and has provided a response to their comments in this referral response.

7. **Section 6-1310(J)** - *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.* Staff questions whether the applicant will provide bicycle/pedestrian amenities along Route 659. Further, it is not clear from the plat whether sidewalks and/or paths are proposed between the parking area and the multiple outdoor fields. Revise the application to fully address bicycle/pedestrian connections for the site. Also see comment B.10 below. Staff defers to Community Planning and the Office of Transportation Services (OTS) for further comment on this issue.

Applicant Response:

The Plat has been revised to include clear designations of pedestrian linkages throughout the Property. In the ultimate condition of Route 659, VDOT will be providing a 10-foot wide trail along the Property's entire Route 659 frontage.

8. **Section 6-1310(L)** - *Whether the proposed special exception will be served adequately by essential public facilities and services.* Staff finds that the statement of justification (p. 10) does not adequately address this matter. Staff requests the applicant provide additional information addressing this section.

Applicant Response:

The Property will be adequately served by essential public facilities and services as follows: water will be provided from a main line that currently exists under Route 659; through an agreement with the adjacent Belmont Community and Toll Brothers, sewer will be processed through the pump station that serves the Belmont Community; and electricity will be provided through the overhead line running along Route 659, which will be buried along the Property's Route 659 frontage once construction commences.

A-150

9. **Section 6-1310(N) - Whether the proposed use will affect the structural capacity of the soils.** According to County Records, parcel 30G contains approximately 2.6 acres of hydric soils (type 79A). Development of the site should consider these soils with respect to grading and the construction of buildings and infrastructure. The property also contains very and moderately steep slope areas. However, such areas are within the proposed 300-foot conservation easement adjacent to Goose Creek and should remain undisturbed.

Applicant Response:

A geotechnical analysis has been performed on the Property and the general contractor is aware of the soils that exist on the Property. The steep slopes are located within the 300-foot Tree Conservation Area and will be preserved in their natural state.

10. **Section 6-1310(O) - Whether the proposed use will negatively impact orderly and safe road development and transportation.** Per the Countywide Transportation Plan (CTP) map, the future Route 7 South Collector Road (Russell Branch Parkway) is planned to run through the site in a north-south fashion, parallel to Route 659. The applicant needs to address why this roadway was omitted from the application. In addition, the statement of justification (p. 9) indicates that the Virginia Department of Transportation (VDOT) may not permit a full crossover at the southern entrance of the property, resulting in u-turn movements at nearby intersections. Staff finds that such a situation will negatively impact orderly and safe road development in the area. Staff defers to OTS for further comment.

Applicant Response:

Since it's currently proposed for removal from the Countywide Transportation Plan, this roadway is not shown on the Plat. The Applicant has planned the layout of the Property to accommodate the potential extension of Russell Branch Parkway, but it's the Applicant's desire that this road be removed from the Plan. It was never the purpose of the Russell Branch Parkway extension to serve as a major collector running through the North Goose Creek Planning area. Rather, its purpose is to serve as a local road providing access to parcels and limiting access points on Route 659. The Applicant is accommodating this need by providing inter-parcel connections for properties to the north and south.

The Applicant agrees that the presence of a crossover at the main entrance to the Property would result in a safer ingress and egress when Route 659 is constructed to its ultimate condition. Given the precarious status of funding for the proposed Route 659 improvements, the interim condition of Route 659 as a two-lane road will continue into the foreseeable future. The interim condition

A-151

provides safe access to the Property from the north and south on Route 659. The Applicant will continue its VDOT lobbying efforts in the hopes of obtaining a full crossover at the main entrance to the Property.

11. **Section 6-1310(P)** - *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.* Staff finds that the statement of justification (p. 11) does not adequately address this matter. Staff requests the applicant provide additional information addressing this section.

Applicant Response:

A Fiscal Impact Analysis is enclosed with this referral response package.

12. **Section 6-1310(R)** - *Whether adequate on and off-site infrastructure is available.* Please elaborate on the infrastructure that is not yet available and address the timing of such improvements.

Applicant Response:

As previously stated, the Property will be adequately served by essential public facilities and services as follows: water will be provided from a main line that currently exists under Route 659; through an agreement with the adjacent Belmont Community and Toll Brothers, sewer will be processed through the pump station that serves the Belmont Community; and electricity will be provided through the overhead line running along Route 659, which will be buried along the Play to Win Route 659 frontage once construction commences. These services will be extended to the Property during the construction phase.

13. **Section 2-406(A), Use Limitations.** In the A-3 district, no non-agricultural use shall be permitted which, because of its nature, location, or manner of operation, is noxious because of noise, glare or light. Staff reiterates the need to demonstrate that noise, light and glare generated by the outdoor recreation establishment will not adversely affect adjoining properties. Staff recommends specific conditions of approval addressing these concerns.

Applicant Response:

As previously stated, to mitigate the noise impact that may affect the abutting property, the Applicant is willing to provide an 8-foot tall board-on-board

A-152

fence as well as a row of evergreen trees that extends from the 300-foot Tree Conservation Area along the entire joint property boundary. These mitigation measures are further addressed in the draft conditions of approval.

- 14. Section 4-504(A), Special Exception Uses.** On the special exception plat for office uses (sheet 5), indicate the maximum square footage of office that is proposed under this special exception. Additionally, staff notes that no office uses are shown in the main 225,000 square foot indoor recreation building. As such, office uses in this building will need to be accessory (i.e. customarily incidental and subordinate) to the principal use. Ensure that the plat (sheet 5) accurately reflects the proposed office uses for the site.

Applicant Response:

All office uses in the 225,000 square foot main building and the 18,500 square foot south building will be accessory to the principal use. The north building parking calculation accommodates a 100 percent office use. Therefore, the north building could accommodate a purely office use. The Plat has been revised to show the removal of the office overlay for the south building.

- 15. Section 4-505(B), Yards (1) Adjacent to Roads.** Parking shall not be located closer than 25 feet to the right-of-way of any road. Parking is proposed as close as 20 feet to the ultimate right-of-way of Route 659. Therefore, a modification meeting the standards contained in Section 6-1504 is required.

Applicant Response:

The parking setback has been increased to at least 25 feet.

- 16. Section 4-505(B), Yards (2) Adjacent to Agricultural and Residential Districts and Land Bays Allowing Residential Uses.** Illustrate and label the 75-foot yard required from the A-3 district. Remove the concession stand from the 75-foot yard and any other buildings, outdoor storage, refuse receptacles and loading from the required yard. These uses also shall not be visible from the A-3 district.

Applicant Response:

The Plat now shows the 75-foot yard required from the A-3 district. The concession stand has been removed from the 75-foot yard.

17. **Section 4-506(A), Lot Coverage.** Unless parcels 30G and 30H are consolidated, lot coverage will need to be calculated for each lot individually.

Applicant Response:

Since these lots are still owned by separate entities, yet under contract by the Applicant, a consolidation of the lots has yet to occur. As soon as the Applicant is able to purchase the two lots, the consolidation process will commence. Given the Applicant's intention to consolidate the lots, there is no purpose in calculating the lot coverage for each individual lot. The Applicant would be agreeable to a condition requiring approval of the lot consolidation prior to site plan approval.

18. **Section 4-506(C), Floor Area Ratio.** Unless parcels 30G and 30H are consolidated, floor area ratio calculations will need to be provided for each lot individually.

Applicant Response:

As previously stated, since these lots are still owned by separate entities, yet under contract by the Applicant, a consolidation of the lots has yet to occur. As soon as the Applicant is able to purchase the two lots, the consolidation process will commence. Given the Applicant's intention to consolidate the lots, there is no purpose in calculating the floor area ratio for each individual lot. The Applicant would be agreeable to a condition requiring approval of the lot consolidation prior to site plan approval.

19. **Section 4-507(H), Utility Requirements.** All utility distribution lines located on PD-IP zoned land shall be placed underground.

Applicant Response:

The Applicant shall place all on-site distribution lines underground.

20. **Section 4-1511, Density Calculations.** Regulatory floodplain within the Floodplain Overlay District in a watershed of 640 or more acres shall be excluded from the total land area for the purposes of calculating the permitted floor area.

Applicant Response:

The Applicant has excluded regulatory floodplain from the total land area for the purposes of calculating the permitted floor area.

A-154

- 21. Section 4-1800, QN-Quarry Notification Overlay District.** On sheet 1, please include a note indicating that the site is located within the Quarry Notification Overlay District and will comply with the use limitations of Section 4-1804.

Applicant Response:

A note indicating that the site is located within the Quarry Notification Overlay District, which includes compliance with the use imitations of Section 4-1804 is included on the Plat.

- 22. Section 5-900(C), Access from major roads.** New access points (private or public) to arterial or major collector roads shall be limited to locations at existing median breaks, planned median breaks or other locations approved by Loudoun County or VDOT. As Route 659 is currently classified as a major collector, the two access points shown on the plat will need to be accepted by VDOT to meet this Section of the Ordinance.

Applicant Response:

The Plat has been revised to show one main access point to the Property. This access point is shown on the proposed land use map of the North Goose Creek Plan Amendment (CPAM 1997-001). The Applicant notes that this access point will need to be accepted by VDOT.

- 23. Section 5-1000, Scenic Creek Valley Buffer.** Per Section 5-1002(B), show the 200-foot setback from the channel scar line of the Goose Creek on the plat.

Applicant Response:

The Plat has been revised accordingly.

- 24. Section 5-1100, Off-Street Parking and Loading Requirements.** Sheet 6 indicates that 886 parking spaces are proposed. As no calculation is provided, staff is unable to comment on whether the proposed number is sufficient. Provide a parking calculation using the following rates:

Section 5-1102(B)(4)(a). General and medical offices shall be parked at a rate of 4 spaces per 1,000 square feet, up to 30,000 square feet; 3.3 spaces per 1,000 square feet thereafter.

Section 5-1102(B)(12). Recreation establishments shall provide 1 space for every .33 persons in permitted occupancy plus one space/employee.

The applicant needs to provide a parking calculation based on this standard. The calculation should state the occupancy, as determined by the Building Official, and the number of employees.

Section 5-1103(A), Parking Facilities. All parking facilities shall be provided on the same lot or parcel of land being served, or on a separate lot or parcel of land within 500 feet of the principal entrance of the building lot being served. Staff recommends a boundary line adjustment for the site. However, if two parcels are maintained, the applicant will need to demonstrate compliance with this section at the time of site plan.

Applicant Response:

The parking calculation is now shown on the Plat and is included below. The parking calculation justifying the proposed drop-off spaces is enclosed with this referral response. The two lots will be consolidated once the properties are under the ownership of the Applicant.

Main Building – recreation use (734 Occ. @ 0.33/person + 94 employees) = 337 spaces

North Building – office use (30,000 GSF @ 4/1,000 GSF + 31,500 GSF @ 3.3/1,000 GSF) = 224 spaces

South Building – recreation use (120 Occ. @ 0.33/person + 10 employees) = 50 spaces

Outdoor fields (348 Turf field players + 74 Sand field players @ 0.33/person) = 140 spaces

Outdoor bleachers (288 Occ. @ 0.33/person) = 95 spaces

Drop off spaces for recreation uses = 34 spaces

Total spaces required = 880 spaces

Total spaces provided = 892 spaces

25. **Section 5-1400, Buffering and Screening.** Revise the buffering/screening note under the PD-IP zoning requirements on sheet 1 to include the requirement for a type 3 buffer adjacent to Route 659 per Section 5-1406(E)(2). In the A-3 district, remove the driveway from the 20-foot type 2 side yard buffer along the southern boundary of parcel 30H. Revise the parking layout to meet all peripheral parking lot landscaping requirements in Section 5-1413(C). The 10-foot landscaping strip is not required where abutting parcels share a common access drive or parking lot circulation travel way; however, this does not permit individual parking spaces to be located on the property boundary. Revise the layout to meet section 5-1413(C)(1)(a).

Applicant Response:

A-156

The buffering/screening note on sheet 1 has been revised accordingly. The Applicant believes the "driveway" proposed in the type 2 side yard buffer area is in fact a pedestrian trail that accommodates emergency access vehicles when needed. The Applicant hopes to further discuss this issue with zoning staff in an effort to arrive at an acceptable solution. The layout has been revised to address Section 5-1413 (C)(1)(a).

- 26. Section 5-1504, Light and Glare Standards.** Section 5-1504(C) allows for lighting that does not meet the requirements of Section 5-1504(A) with the approval of a special exception, upon a finding that the proposed alternative lighting is appropriate. It is difficult to ascertain from the application what impact the proposed lighting will have on adjoining properties. The lighting proposed is simply brighter than the Ordinance allows. Further, staff questions whether the applicant can meet the standards in Section 5-1504(A) for publicly owned facilities utilized for athletic competition. If so, staff recommends these standards be applied to this site. Finally, ensure that Section 5-1504 is reprinted correctly on sheet 4.

Applicant Response:

The Plat has been revised to more accurately depict the lighting proposed for the Property and its affect on adjacent properties. As previously stated, the proposed lighting is the most advanced Musco Lighting technology available. An example of the disparity between older generation lighting standards and more recent lighting technology can be found in Leesburg at Heritage High School and Freedom Park. These two facilities are located adjacent to each other and it's clear how lighting technology has advanced over the past few decades. Heritage High School uses a 1976 brand of lighting, whereas Freedom Park uses a more recently developed Total Light Control technology to shield the light and focus it downward. The technology that is proposed by Play to Win is even more advanced than the lighting included at Freedom Park. Additionally, the proposed lighting is the minimum necessary to reduce off-site glare and spill over and to provide for safe field conditions. Section 5-1504 has been reprinted correctly on the Plat.

- 27. Section 6-1504, Modifications.** A modification of the Zoning Ordinance shall be granted only when such modification is found to achieve an innovative design, improve upon the existing regulation, or otherwise exceed the purpose of the existing regulation. The applicant proposes to modify Section 5-900(A)(9)(b) to reduce the required setback for parking from an arterial road from 75 feet to 20 feet. Staff agrees that maintaining the voluntary 1,000-foot building setback from Goose

A-157

Creek furthers the public purpose; however, staff recommends that evergreen trees or additional shrubs be added to the required type 3 front yard buffer to offset the impact of reducing the parking setback.

Applicant Response:

The Applicant is agreeable to planting additional evergreens to the required type 3 front yard buffer to offset the impact of reducing the parking setback.

28. In the property description on sheet 1, a note states that the application is a "preliminary plat." Revise the note to indicate that the plat is for special exception and zoning ordinance modification applications.

Applicant Response:

The note has been revised accordingly.

29. Remove the "substantial conformance note" on sheet 1. This note is not consistent with the Ordinance. Further, the special exception is limited to the parcels contained in this application.

Applicant Response:

The Plat has been revised accordingly.

30. On sheet 1, under the description of the proposed zoning ordinance modification to reduce the parking setback, revise the section reference to 5-900(A)(9)(b) instead of 5-900(A)(9). Likewise, correct the section references on sheet 6 and in the statement of justification.

Applicant Response:

The Plat and Statement of Justification have been revised accordingly.

31. On sheet 1, under the A-3 and PD-IP zoning requirements, remove the reference to front sidewalk width. This is not a zoning requirement in either district. Staff recommends that a note be added elsewhere on the plat, stating that sidewalks will be provided in accordance with the Facilities Standards Manual (FSM). If the applicant is offering to exceed FSM requirements, staff suggests this be included as a condition of approval.

Applicant Response:

A-158

The Plat has been revised to remove the A-3 and PD-IP sidewalk width references. A note stating that sidewalks will be provided in accordance with the FSM is provided on sheet 2.

32. Sheet 2 is titled existing conditions plat, yet shows the proposed development. This does not make sense. An existing site conditions sheet with proposed development as an overlay is typically included as a separate sheet.

Applicant Response:

The Plat has been revised to remove the proposed development from the existing conditions plat. A separate concept plat has been added as sheet 3.

33. On sheet 2 under the preliminary development description (note 1), describe the proposed use in accordance with the use lists in the zoning ordinance, rather than as a "sports and leadership training center."

Applicant Response:

The Plat has been revised to list the "sports and leadership training center" as a "recreation establishment".

34. On sheet 2 under the preliminary development description (note 2), the area of the site is 40.21 acres. However, the area per County Records is 39.89 acres. Please confirm the acreage of the site and revise this note and the statement of justification (p. 1) if needed.

Applicant Response:

The confirmed acreage of the site is 39.89 acres and the Plat and Statement of Justification have been revised accordingly.

35. In regard to existing conditions note 1 on sheet 2, overlay districts do impact this site. Please make note of the Floodplain Overlay District and the Quarry Notification Overlay District.

Applicant Response:

The Plat has been revised accordingly.

36. Geotechnical note 2 on sheet 2 makes reference to the development of

A-159

dwellings, which is not accurate. Please revise the note accordingly.

Applicant Response:

This note has been removed from the Plat.

37. The soils/topo/steep slopes/tress/forest/zoning map on sheet 2 is drawn to a scale of 1" = 150'. For ease of review, please provide this drawing at a scale that can be measured using a standard engineer's scale.

Applicant Response:

Per email correspondence between the Applicant and Staff, the 1" = 150' scale will not be altered.

38. The zmod plat on sheet 6 is drawn to a scale of 1" = 80'. For ease of review, please provide this drawing at a scale that can be measured using a standard engineer's scale.

Applicant Response:

Per email correspondence between the Applicant and Staff, the 1" = 80' scale will not be altered.

39. Staff recommends the applicant contact the Building Official with regard to the location of a property line through the building.

Applicant Response:

As previously stated, since these lots are still owned by separate entities, yet under contract by the Applicant, a consolidation of the lots has yet to occur. As soon as the Applicant is able to purchase the two lots, the consolidation process will commence. The Applicant will be in contact with the Building Official during the consolidation plat process.

40. Staff questions whether stands will be provided around the outdoor fields. Staff does not see seating for spectators on the plat.

Applicant Response:

The Plat has been revised to more clearly delineate the field seating.

41. On the plat, please identify the use of the three rectangles located to the rear of

A-160

the 225,000 square foot building.

Applicant Response:

The three rectangles located to the rear of the 225,000 square foot building consist of two sand soccer fields and one grass/turf training field.

42. On the plat, please identify the use of the black rectangle at the rear of the 61,500 square foot building.

Applicant Response:

The Plat has been revised to illustrate the black rectangle more clearly as a spectator seating area.

43. On the plat, please identify the use of the black rectangles between the terrace levels.

Applicant Response:

The Plat has been revised to illustrate the black rectangles between the terrace levels more clearly as spectator seating areas.

LOUDOUN COUNTY DEPARTMENT OF FIRE, RESCUE AND EMERGENCY MANAGEMENT (Maria Figueroa Taylor, Fire-Rescue Planner, 4/2/08)

Thank you for the opportunity to review the above-captioned applications. The Fire and Rescue Planning Staff respectfully requests that the applicant demonstrate adequate circulation of emergency vehicles throughout the parking lot as depicted and that emergency vehicles will be able to reach all sides of the proposed buildings and athletic fields. The northern driveway appears to be proposed as an exit only; however, Staff is of the opinion that this drive provides a more direct route to buildings and fields without having to travel through the entire parking area to reach the facility.

Applicant Response:

The circulation of the parking lot and the accessways provided around the buildings provide sufficient circulation and access for emergency vehicles throughout the Property. Parking aisles directly in front of the buildings have been increased to 25 feet for sufficient circulation and access to the front of the buildings. Accessways are also provided on the sides of the buildings to provide for the adequate circulation of emergency vehicles. Between the south building and main building, a 25-foot accessway is provided; between the main building

A-161

and north building, a 15-foot accessway, with 45 feet of width between buildings is provided; and on the north side of the north building, a 25-foot accessway is provided. The layout of the Property has been revised to include one main entrance that will provide a centralized access point for all three buildings.

Route 659, Belmont Ridge Road, at its ultimate condition will be a 4 lane median divided road. Staff is concerned that adequate access and circulation of emergency vehicles would be compromised by the proposed lay-out of the site when Route 659 reaches its ultimate condition and the median is in place. No median crossover is currently proposed at the entrance to this facility. Emergency Vehicles responding from the current first due fire and rescue companies in Ashburn are traveling from the south. With Route 659 current conditions, the estimated response time from Company 6 (Ashburn Road) is approximately 4 minutes and 8 minutes from Company 23 (Red Rum Road). At its ultimate condition, without a median crossover, responding units would have to travel to Route 7 to find a safe place to turn around. Preliminary review of estimated response times to the facility is approximately 6.5 minutes from Ashburn Company 6 and 10.5 minutes from Company 23. If a cross over was provided the response times would be reduced by at least 2 ½ minutes. Traveling up to Route 7 to turn around is of concern since traffic conditions can affect the time required to accomplish such a movement. For example, having to cross Route 7 to Promenade Road can increase response times from 4 minutes to 7 minutes 21 seconds. Staff requests that at a minimum an emergency access only median crossover be pursued at the entrance of the proposed facility to ensure safe, adequate access and timely response of emergency vehicles.

Applicant Response:

The Applicant agrees, as do several other referral agencies, that a full crossover at the main entrance to the Property is the preferred design option for the ultimate design of Route 659. With the addition of the Lansdowne fire station in 2009, the Applicant believes that even if a full crossover isn't provided by VDOT, the Property could still be promptly accessed by fire and rescue services. As an alternative, if the full crossover isn't provided, an emergency access crossover would be appropriate.

As previously stated, it should be noted that given the precarious status of funding for the proposed Route 659 improvements, the interim condition of Route 659 as a two-lane road will continue into the foreseeable future. The interim condition provides safe access to the Property from the north and south on Route 659. The Applicant will continue its VDOT lobbying efforts in hope of obtaining a full crossover at the main entrance to the Property.

A-162

In addition, The County Transportation Plan shows Russell Branch Parkway bisecting the property. The road is not shown on the SPEX plat as a planned improvement. Russell Branch Road could provide access for emergency vehicles traveling from the south that would avoid Route 659, therefore alleviating some of Staff's access concerns. Staff defers to the Office of Transportation Services to confirm Staff's assumptions.

Applicant Response:

The extension of Russell Branch Parkway as a major collector west of Route 659 is an expansion upon the original purpose of this road. As stated in the North Goose Creek Plan Amendment (CPAM 1997-0001), this road is intended to provide local access to properties in the North Goose Creek Planning Area while limiting access points along Route 659. This road was never intended to become a major collector, as proposed in the Countywide Transportation Plan. For this reason, the Applicant has requested the removal of this road from the Countywide Transportation Plan, which has been endorsed by the Planning Commission. To compensate for the removal of this road, the Applicant is providing inter-parcel connections to the adjacent northern and southern properties. The inter-parcel connections will serve to provide additional access points for these properties at the time in which they develop.

The Fire and Rescue Staff is not able to support this application until the above-mentioned access and circulation concerns are addressed by the Applicant. Staff is available to answer any questions and provide support information regarding our concerns. This application was also reviewed by the Ashburn Volunteer Fire and Rescue Company. In addition to sharing the concerns as stated above, staff at Company 6 requested information regarding water supply and proposed fire prevention systems for the facility. Staff understands that this issue can be better addressed at site plan and respectfully requests an opportunity to review at that time.

Applicant Response:

Through the Applicant's previous meeting with Fire and Rescue Staff on April 11th and through the responses provided in this letter, the Applicant hopes that aside from VDOT's decision on the inclusion of the Route 659 crossover in

A-163

the ultimate Route 659 design, Fire and Rescue Staff is able to support the merits of the application as proposed. The Applicant will provide more information on the water supply and proposed fire prevention systems through the site plan review process.

**LOUDOUN COUNTY OFFICE OF TRANSPORTATION SERVICES (Lou Mosurak, Sr.
Transportation Planner 3/12/08)**

Background

These special exception (SPEX) applications propose outdoor recreation uses in the A-3 district, alternative lighting for outdoor recreation uses in the A-3 district, and office uses in the PD-IP district, while the zoning modification (ZMOD) application proposes to reduce the required parking setback from the ultimate right-of-way (ROW) of an arterial road from 75 feet to 20 feet. The uses are part of a larger, partially by-right development, which is proposed to be constructed in two phases: Phase I consists of a 220,072 square-foot indoor recreation facility and a six (6) field soccer complex; Phase II would add an additional 68,000 square-foot health club and 14,000 sq ft of office uses. The subject property totals approximately 40 acres in size and is located on the west side of Belmont Ridge Road (Route 659), approximately ½ mile south of Harry Byrd Highway (Route 7). The site is located between the future Route 659 intersections with Russell Branch Parkway (to the north) and Trailview Boulevard (to the south, opposite the existing western terminus of Gloucester Parkway). Access is proposed at two separate points along Route 659 – the southern driveway proposes full movement ingress and egress, while the northern driveway proposes a right-out only egress. A vicinity map is provided as *Attachment 1*.

In its consideration of these applications, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on February 6, 2008, including (1) a statement of justification prepared by the Applicant, dated December 14, 2007; (2) a traffic impact study prepared by Wells & Associates, LLC, dated December 18, 2007; and (3) a special exception/zoning modification plat prepared by Urban, Ltd., dated December 4, 2007 and revised through February 4, 2008. OTS also reviewed VDOT's public hearing design plans (dated August 22, 2007) for its proposed Route 659 widening project in the vicinity of this site.

Existing, Planned and Programmed Transportation Facilities

The site is located at the western edge of the Suburban Policy Area (Ashburn Community), between Route 659 and Goose Creek. Major roadways serving the site are described below. References to the 2001 Revised Countywide Transportation Plan

A-164

(2001 Revised CTP) are taken from CTP Appendix 1 (Design Guidelines for Major Roadways).

Belmont Ridge Road (Route 659) (segment from Route 7 south to the Dulles Greenway) is classified by the 2001 Revised CTP as a major collector. It is currently built as a two-lane local access undivided (R2) rural section, with turn lanes at Gloucester Parkway and Ashburn Farm Parkway/Sycolin Road. A grade-separated interchange is in place at the Dulles Greenway, and a grade-separated interchange is planned for the intersection with Route 7. The 2001 Revised CTP calls for this segment of Belmont Ridge Road to be reclassified as a minor arterial, to be constructed as an interim four-lane divided (U4M) section within a six-lane right-of-way (ROW). Left and right turn lanes are called for at all intersections, with a desirable median crossover spacing of 1,000 feet. Ultimately, the road would be widened to a six-lane divided (U6M) facility, with the additional lanes to be constructed in the median.

VDOT's Draft Secondary Six-Year Plan (SSYP) for FY 2009-2014 ("VDOT Six-Year Plan") currently includes improvements to this segment of Belmont Ridge Road that are consistent with the interim improvements called for in the 2001 Revised CTP (i.e., a U4M section within ROW to accommodate widening to a future U6M section). The project also includes shared-use trails along both sides of the roadway and a grade-separated crossing over the W&OD Trail. While preliminary design plans have been completed for the entire 3.4-mile segment from Route 7 to the Dulles Greenway, funding constraints have necessitated that construction be divided into a minimum of two segments (i.e., Route 7 to Gloucester Parkway (1.1 miles), and Gloucester Parkway to the Dulles Greenway (2.3 miles)). Additional funding is necessary for ROW acquisition, utility relocation, and construction of both segments. As of this writing, approximately \$29 million in additional funding is necessary to complete construction of the Route 7 to Gloucester Parkway segment (if funding is allocated as anticipated in the current VDOT Six-Year Plan, there would still be an \$11 million shortfall). VDOT held a public hearing on the proposed Route 659 design in December 2007, and the design plans are currently before the Board of Supervisors Transportation/Land Use Committee for endorsement at a date to be determined. OTS staff notes that the current VDOT design does not propose median crossovers at either of the proposed entrances to the Play to Win Sports site. Currently, there is no estimated advertisement (bid) date for either segment of the VDOT project.

Russell Branch Parkway is the Route 7 southern collector road. It is classified as a controlled access major collector by the 2001 Revised CTP and is planned to be constructed as a four-lane divided (U4M) section from Claiborne Parkway west to Belmont Ridge Road (Russell Branch Parkway has been constructed to just beyond the Belmont County Club entrance, to a point approximately $\frac{3}{4}$ mile west of Claiborne Parkway). West of Belmont Ridge Road, the 2001 Revised CTP calls for Russell

A-165

Branch Parkway to continue as a four-lane divided (U4M) facility and depicts the roadway alignment turning south to connect with Trailview Boulevard east of Goose Creek. This planned alignment runs directly through the Play to Win Sports site but is not depicted on the SPEX/ZMOD plat or included in the Applicant's traffic study.

OTS staff notes that the Planning Commission, during its deliberations on the 2007 CTP Update (CPAM 2005-0009) in December 2007, voted to recommend removal of the segment of Russell Branch Parkway west of Belmont Ridge Road. The Planning Commission's recommendation was prompted by a request from Play to Win, LLC (the Applicant) so that the planned roadway would not affect the subject property. At the time, OTS staff did not support the proposed Russell Branch Parkway removal as the link would help provide local access to the area and minimize direct access entrances onto Belmont Ridge Road (Route 659). A copy of the relevant page of the Planning Commission's December 2007 decision matrix is provided as *Attachment 2*.

Gloucester Parkway is classified by the 2001 Revised CTP as a controlled access major collector. It provides east-west access through the Ashburn area and is currently built to its interim four-lane divided (U4M) condition from the eastern end of Ashburn Village (at Marblehead Drive) west to Belmont Ridge Road (Gloucester Parkway is ultimately planned to be extended eastward, connecting with Nokes Boulevard at Route 28). Gloucester Parkway is ultimately planned to be widened to a six-lane divided (U6M) section. The intersection with Belmont Ridge Road is currently unsignalized.

Trailview Boulevard is planned by the 2001 Revised CTP to be a four-lane divided (U4M) controlled access major collector roadway, which will run east-west from Belmont Ridge Road (opposite Gloucester Parkway) to Cardinal Glen Drive in Leesburg. Left and right turn lanes are called for at all intersections, with a desirable median crossover spacing of 800 feet. Trailview Boulevard would provide the only vehicular connection across Goose Creek between Route 7 and the Dulles Greenway. There are currently no plans to construct Trailview Boulevard in the vicinity of the subject site.

Review of Submitted Traffic Study

The Applicant's submitted traffic study (dated December 18, 2007) analyzed current and future traffic conditions in the area, focusing on five (5) existing and future intersections and adjacent roadway links. The intersections included in the study were (1) Route 7/Route 659; (2) the proposed north site entrance on Route 659; (3) the proposed south site entrance on Route 659; (4) Route 659/Gloucester Parkway; and (5) Route 659/Russell Branch Parkway. Site buildout is projected to occur in two (2) phases, in 2010 and 2015. An additional Phase I plus ten-year (2020) analysis was also included. Background traffic from four (4) nearby approved but incomplete developments, along with additional regional background traffic, was included in the study. Existing lane use and traffic control is illustrated on *Attachment 3*. Relevant portions of the study are summarized below.

A-166

Road Network Analyzed by Study

OTS staff notes that the Applicant's traffic study did not evaluate the planned extension of Russell Branch Parkway west of Route 659 (between Route 659 and Trailview Boulevard) as called for in the traffic study scoping agreement dated November 14, 2007. This analysis needs to be provided to determine the impacts that removal of this planned roadway segment would have on Route 659 in the vicinity of this site.

Existing (2007) Traffic Volumes and Levels of Service (LOS)

Attachment 4 illustrates existing daily and peak hour traffic volumes in the vicinity of the subject site. The study indicates that in November 2007, Route 659 carried 11,010 VPD along the site's frontage (segment between Route 7 and Gloucester Parkway), and 11,250 VPD south of Gloucester Parkway. Gloucester Parkway carried 2,640 VPD just east of Route 659, and Route 7 carried 40,410 VPD just west of Route 659. (These VPD figures are based on the assumption that PM peak hour volumes represent 10% of total daily trips).

Attachment 5 summarizes the existing intersection LOS at the two (2) existing intersections in the vicinity of the site (i.e., Route 7/Route 659, and Route 659/Gloucester Parkway). The study indicates that the Route 7/Route 659 signalized intersection operates at an unacceptable LOS (LOS E) in the PM peak hour, although many individual movements operate at LOS E or F during both the AM and PM peak hours. The study also indicates that the Route 659/Gloucester Parkway intersection, with stop sign control on westbound Gloucester, operates at acceptable LOS during both the AM and PM peak hours.

Background Traffic Assumptions

The Applicant's traffic study indicates that regional background traffic will continue to increase due to growth in the surrounding area. Based on historical VDOT traffic data, the Applicant's traffic study estimates that background traffic on Route 7 will grow at 4% per year. Route 7 background traffic growth is therefore anticipated at 12.5% for 2010 (4% annual growth compounded for 3 years), and at 36.9% for 2015 (4% annual growth compounded for 8 years). Background growth rates for Route 659 and Gloucester Parkway were estimated at 2% per year and 3% per year, respectively. Route 659 background traffic growth was therefore estimated at 6.1% for 2010; 17.2% for 2015; and 29.4% for 2020. Gloucester Parkway background traffic growth was therefore estimated at 9.3% for 2010; 26.7% for 2015; and 46.9% for 2020.

Additionally, the study included background traffic that will be generated from four (4) approved but incomplete developments ("other development trips") in the surrounding area (i.e., Lansdowne Village Greens (mixed use), Belmont (office), Chase at Belmont Country Club (residential), and Goose Creek Village North (residential)). *Attachments*

A-167

6, 7 & 8 list the anticipated trip generation from these approved background projects in 2010, 2015, and 2020, respectively (buildout for the Lansdowne Village Greens project is estimated to be completed by 2020; buildout for the other projects is estimated to be completed by 2015).

Trip Generation from Proposed Development

The Applicant's traffic study indicates that the proposed Phase I (2010) development program (i.e., approximately 220,000 sq ft of indoor recreational uses (no ITE code)¹ and a six (6) field outdoor soccer complex (ITE Code 488) would result in a total of 3,942 daily vehicle trips (VPD). This 3,942 VPD figure includes 58 AM peak hour trips (32 in and 26 out) and 516 PM peak hour trips (332 in and 184 out). Based on these figures, daily Phase I site-generated trips would account for a 35% increase over existing daily traffic volumes on this segment of Route 659.

At project buildout in Phase II (2015), the study anticipates that the overall proposed development program (i.e., the totals for 2010 cited above plus 68,000 sq ft of health club uses (ITE Code 492), plus 14,000 sq ft of office uses (ITE Code 710) would result in a total of 6,475 daily vehicle trips (VPD). This 6,475 VPD figure includes 179 AM peak hour trips (100 in and 79 out) and 885 PM peak hour trips (488 in and 397 out). The trip generation figures for both the proposed Phase I and Phase II development programs are illustrated in the top portion of *Attachment 9*. Based on these figures, Phase II (2015) site-generated trips would account for a 59% increase over existing daily traffic volumes on this segment of Route 659.

The study also analyzed trip generation for an alternate Phase II (2015) development program, which substitutes 68,000 sq ft of office uses in place of the health club, and substitutes 14,000 sq ft of indoor recreational uses in place of the office uses assumed in the proposed development program outlined above. This alternate Phase II development program (in addition to Phase I uses) would result in a total of 5,156 daily vehicle trips (VPD). This 5,156 VPD figure includes 199 AM peak hour trips (154 in and 44 out) and 696 PM peak hour trips (374 in and 322 out). When compared to the proposed development program described above, the alternate development program would result in approximately 20% fewer VPD (-1,319 trips); approximately 11% more AM peak hour trips (+20 trips); and approximately 21% fewer PM peak hour trips (-189 trips). This alternate development program is illustrated in the bottom portion of *Attachment 9*.

¹ Trip generation rates for the proposed indoor recreational uses were based on traffic counts conducted by Wells & Associates, Inc. for similar facilities (i.e., Rockville Sportsplex (September 2002) and Dulles Sportsplex (April 2005 and March 2007)). This methodology is consistent with the traffic study scoping agreement for the subject application (dated November 14, 2007).

Because the proposed development program would generate more overall trips, that scenario (shown in the top portion of *Attachment 9*) was used for analysis purposes in the study.

Trip Distribution & Assignment

The study distributed peak hour site-generated trips on the existing and future road network based on other approved projects in the area, existing traffic counts, and anticipated market draw. For Phase I (2010) and Phase II (2015), the study estimates that approximately 40% of site traffic would approach the site from the north on Belmont Ridge Road. Of this 40%, 10% would arrive at the Route 7/Route 659 intersection from the east (on westbound Route 7 from Sterling); 20% would arrive at the Route 7/Route 659 intersection from the north (on southbound Route 659 from Lansdowne); and 10% would arrive at the Route 7/Route 659 intersection from the west (on eastbound Route 7 from Leesburg). The remaining 60% of site traffic would approach the site from the south on Belmont Ridge Road. Of this 60%, 25% would arrive at the Route 659/Gloucester Parkway intersection from the east (on westbound Gloucester Parkway from Ashburn), and the remaining 35% would arrive at the Route 659/Gloucester Parkway intersection from the south (on northbound Route 659 from the direction of the Dulles Greenway). The above-referenced distribution percentages and resulting assignment of site-generated trips for Phase I (2010) and Phase II (2015) are illustrated on *Attachments 10 & 11*, respectively.

Due to the assumed completion of Russell Branch Parkway between Claiborne Parkway and Route 659 by 2020, the study altered the future distribution of peak-hour site generated trips, shifting 10% of site traffic approaching the site from the south in 2010 and 2015 to approaching from the north in 2020. Thus, in 2020, the study estimates that 50% of site traffic would approach the site from the north on Belmont Ridge Road, with the remaining 50% approaching the site from the south. The resulting assignment of site-generated trips for 2020 is illustrated on *Attachment 12*. With the assumed completion of Russell Branch Parkway between Claiborne Parkway and Route 659 by 2020, the study estimates that 20% of westbound Route 7 traffic that would turn southbound at Route 659 would instead utilize the new segment of Russell Branch Parkway to access Route 659.

Forecasted (2010, 2015 & 2020) Traffic Volumes, Levels of Service (LOS) and Recommended Mitigation Measures

Attachments 13, 14 & 15 illustrate the study's forecasted total future (i.e., total background traffic plus site-generated traffic) traffic forecasts for 2010, 2015, and 2020. The study anticipates that traffic volumes are expected to increase significantly in the area due to increases in total background trips, though site-generated traffic (58 AM peak hour trips, 516 PM peak hour trips, and 3,942 VPD for Phase I; and a total of 179 AM peak hour trips, 885 PM peak hour trips, and 6,475 VPD for Phase II) accounts for a

A-169

significant portion of the overall traffic increase forecast for Route 659 in the vicinity of the site.

Attachment 16 (total future columns) summarizes the anticipated future peak hour intersection LOS in the vicinity of the site (these LOS figures are based on the total future traffic volumes cited above as well as the anticipated future lane use and traffic control depicted in *Attachment 17* (2010), *Attachment 18* (2015), and *Attachment 19* (2020)). The study assumed that Route 659 will be widened to a four-lane divided (U4M) facility and traffic signals installed at the south site entrance and at Gloucester Parkway by 2015; the study also assumed that the Route 7/Route 659 interchange will be operational by 2020. The study (*Attachment 16*) indicates that with the proposed development, the proposed north site entrance (right-in, right-out) and south site entrance (signalized intersection) will operate at acceptable LOS in both the AM and PM peak hours in 2010, 2015 and 2020. Side street (Gloucester Parkway) movements at the Route 659/Gloucester Parkway intersection would operate failing LOS in 2010 under the existing stop sign control, though overall intersection LOS would be acceptable in 2010, 2015 and 2020 if a signal is installed at that location (the study considers installation of this signal as a background improvement). The future Route 659/Russell Branch Parkway intersection is anticipated to operate at acceptable LOS in 2020 under signal control (as a background improvement). The Route 7/Route 659 intersection would continue to operate at failing LOS until the planned interchange is constructed at that location.

The study included a traffic signal warrant analysis for the proposed south site entrance and a turn lane analysis for both proposed site entrances; summaries of each of these analyses are included as *Attachments 20 & 21*, respectively. The study concludes that a traffic signal and left and right turn lanes on Route 659 are warranted at the south site entrance for Phase I (2010) development of the site. A right turn lane into the site at the north site entrance is also warranted at that time. Phase II (2015) development of the site warrants construction of a longer left turn lane into the site from northbound Route 659.

Transportation Comments

1. The applications as proposed are not consistent with the adopted Countywide Transportation Plan (2001 Revised CTP) as it does not make provisions for the extension of Russell Branch Parkway to the west of Route 659 (connecting through the site to future Trailview Boulevard). This extension of Russell Branch Parkway would provide both north-south and east-west access in the vicinity of the site over the long term, providing an alternative for local traffic and site access other than Route 659. Although the traffic study scoping agreement called for analysis both with and without this road segment, the traffic study did not provide such a comparison, as it only analyzed future (2020) conditions without the roadway. Approval of this application in its current form would effectively amend the CTP,

A-170

resulting in higher traffic volumes on Route 659 than would occur if Russell Branch Parkway were in place. It is noted that CTP policy recommends that local roads (in this situation, the site driveways) "will access the collector system directly and not the arterial road network in the Suburban Policy Area..." (*2001 Revised CTP, Functional Classification Policy 4, pg. 3-2*). In this case, the policy recommendation could be fulfilled if initial site access were to be provided via Russell Branch Parkway (a major collector² roadway), not Route 659 (planned as a minor arterial³ roadway). Further discussion on this matter is necessary, and additional comments regarding the traffic study are provided below.

Applicant Response:

As discussed in the March 20th meeting, the Applicant will provide a traffic addendum reviewing the effects that the extension of Russell Branch Parkway will have on the surrounding transportation network. As previously stated, the extension of Russell Branch Parkway as a major collector west of Route 659 is an expansion upon the original purpose of this road. As stated in the North Goose Creek Plan Amendment (CPAM 1997-0001), this road is intended to provide local access to properties in the North Goose Creek Planning Area while limiting access points along Route 659. This road was never intended to become a major collector, as proposed in the Countywide Transportation Plan. For this reason, the Applicant has requested the removal of this road from the Countywide Transportation Plan, which has been endorsed by the Planning Commission. To compensate for the removal of this road, the Applicant is providing inter-parcel connections to the adjacent northern and southern properties. The inter-parcel connections will serve to provide additional access points for these properties at the time in which they develop.

It should be noted that even though the Plat does not depict the extension of Russell Branch Parkway through the Property, the Applicant has planned for the worst case scenario and left ample space along the middle terrace of fields for the extension of Russell Branch Parkway through the Property. This is the primary reason that the Applicant is not agreeable to constructing these fields of synthetic turf until the proposed extension of Russell Branch Parkway is removed from the Countywide Transportation Plan.

2. Comment #1 above notwithstanding, the proposal to allow two separate entrances onto Belmont Ridge Road is not consistent with the 2001 Revised CTP as multiple

² "Major Collector" is defined as "A roadway that carries traffic through the County, provides a connection between arterials, and is accessed by minor collectors and/or rural secondary roads." (*2001 Revised CTP, Page A1-2*).

³ "Minor Arterial" is defined as "A roadway which serves commuter traffic with access from major and minor collectors." (*2001 Revised CTP, Page A1-2*).

entrances on a single site are not consistent with the definitions for "controlled access"⁴ and "minor arterial," as Route 659 is planned. The north site driveway (currently depicted as a right-out only egress) is not viable due to inadequate spacing from the future Russell Branch Parkway intersection (approximately 500 feet to the north) and conflicts between accelerating traffic exiting the site from the north site driveway and decelerating traffic entering the site at the south site driveway (the likelihood of conflicting movements increases if the south site driveway is shifted north (see Comments #4, 5b, and 8 below)). Regardless of whether or not long term access to the site is provided via Russell Branch Parkway, a maximum of one ingress/egress point (driveway) to the site from Route 659 should be considered with this application.

Applicant Response:

The Property layout has been revised to consolidate the northern and southern entrances into one main entrance. This entrance is over 1,000 feet from the planned intersections of Russell Branch Parkway to the north and Gloucester Parkway to the south.

3. As noted above in the discussion of Route 659 (Page 2), VDOT's current design plans for widening this segment of Route 659 do not depict a median crossover at the location of the proposed south site driveway. Without a crossover, the Applicant (on Page 9 of its Statement of Justification) indicates it would propose two right-in, right-out access points along Route 659. Such a configuration would result in significant numbers of U-turns at the Gloucester Parkway intersection, which is not desirable. Should direct access on to Route 659 be pursued, coordination with VDOT on the placement of a median crossover at the location of the south site entrance is necessary, and such discussions should include provisions regarding the permitted duration of the crossover should alternate access from Russell Branch Parkway become available in the future. The VDOT design plans are still in draft form and are currently before the Board of Supervisors Transportation/Land Use Committee for endorsement at a date to be determined.

Applicant Response:

As previously stated, the Applicant agrees, as do several other referral agencies, that a full crossover at the main entrance to the Property is a preferred design option for Route 659's ultimate design. It should be noted that given the precarious status of funding for the proposed Route 659 improvements, the interim condition of Route 659 as a two-lane road will continue into the foreseeable future. The interim condition provides safe access to the Property

⁴ "Controlled Access" is defined as "Access onto divided roadways concentrated at median crossovers. Individual parcel access highly discouraged, with access provided through interparcel connections and consolidated access points." (2001 Revised CTP, Page A1-2).

A-172

from the north and south on Route 659. The Applicant will continue its VDOT lobbying efforts in hope of obtaining a full crossover at the main entrance to the Property.

4. Current VDOT design plans depict a large stormwater management basin (pond) in the southeast corner of the subject property, in the approximate location of the proposed south site driveway and adjacent parking areas.

Applicant Response:

The Property layout has been revised to consolidate the northern and southern entrances into one main entrance, which now provides room for a potential stormwater management basin in the southeast corner of the Property.

5. A traffic study addendum needs to be submitted to address the following items:
 - a. The planned extension of Russell Branch Parkway through the site (i.e., the segment west of Route 659 to future Trailview Boulevard) needs to be analyzed as was agreed to in the scoping documents dated November 14, 2007. This analysis would provide a comparison of the effects on Route 659 that would result if this segment of Russell Branch Parkway is removed from the CTP network.
 - b. Site ingress/egress should be evaluated for all years (2010, 2015 and 2020) with only one entrance to the property (the current location of the south site driveway should be shifted to the north due to a conflict with the VDOT project's proposed location of a stormwater management basin). The study should assume a signalized intersection with turn lanes. With respect to Comment #5c below, any evaluations (for comparative purposes) with a four-lane divided road should assume a median crossover at this location.
 - c. Given the current funding shortfall and potential for changes in the scope of the VDOT widening project, it is highly unlikely that Route 659 will be constructed as a four-lane roadway by 2015. The study should therefore evaluate future 2015 conditions with Route 659 remaining as a two-lane undivided facility, with turn lanes at the site entrance(s).
 - d. The 2010 Future Lane Use and Traffic Control diagram (Traffic Study Figure 5, *Attachment 17*) does not depict a right turn lane into the site's northern entrance, though such a lane is discussed elsewhere in the study and is indicated as being warranted in the Turn Lane Warrant Analysis Summary (Traffic Study Table 8, *Attachment 21*). The SPEX plat depicts a right-out only egress at this location. The Applicant should clarify the configuration of

A-173

the proposed northern entrance should the ingress/egress remain in subsequent submittals of these applications.

OTS staff is available to discuss these matters with the Applicant and/or its traffic consultant.

Applicant Response:

As discussed in the March 20th meeting, the Applicant will provide a traffic addendum reviewing the effects that the extension of Russell Branch Parkway will have on the surrounding transportation network and the Applicant will provide a revised Traffic Study addressing these comments.

6. The Applicant should clarify the distinction between "Future ROW" and "Ultimate ROW," both of which are shown on the SPEX plat. The "Ultimate ROW" line appears to be consistent with the design plans for the VDOT widening project.

Applicant Response:

To clarify this discrepancy, the Future ROW line has been removed from the Plat.

7. The Applicant should agree to dedicate the full amount of ROW necessary to accommodate the proposed VDOT widening project, including the proposed multi-use trail (consistent with the "Ultimate ROW" line on the plat). All necessary utility easements should also be granted. A SPEX condition of approval to this effect should be included with the application. Should the multi-use trail be eliminated from the VDOT project, the Applicant should be responsible for providing a similar facility along the site's frontage.

Applicant Response:

The Applicant is willing to reserve right-of-way up to the Ultimate ROW line, as shown on the Plat and will agree to grant the necessary easements at such time as they're requested. A Condition of Approval addressing these issues is included in the draft conditions of approval enclosed with this referral response. If the multi-use trail is eliminated from the VDOT project, the Applicant is willing to provide a similar facility along its frontage.

8. Should a full-movement site entrance on to Route 659 be permitted, the Applicant should agree to a condition of approval requiring installation of a traffic signal when warranted. The Applicant should also agree to fund the cost of any necessary signal warrant studies. Additionally, the Applicant should also agree to a condition of approval requiring the installation of turn lanes at the site entrance(s) (the current

A-174

location of the south site driveway should be shifted north to eliminate a conflict with the VDOT project's proposed location of a stormwater management basin).

Applicant Response:

If a full-movement site entrance is permitted by VDOT at the main entrance to the Property in the ultimate design of Route 659, the Applicant is willing to agree to conditions of approval that will require the funding of any necessary signal warrant studies, the installation of a traffic signal, and the installation of turn lanes.

9. Adequate stacking distance for traffic exiting the site from the south site driveway appears to be insufficient, and will be reduced even further at such time as the driveway length is shortened due to the planned future VDOT widening project. Conflicts between vehicles entering/exiting the site and vehicles attempting to park in spaces proximate to the driveway will inevitably result. The design of the driveway and parking lot in this area should be reconfigured to address this issue by (1) eliminating direct driveway access to/from the two rows of parking nearest the road, and (2) eliminating parking along the driveway.

Applicant Response:

The Plat has been revised to consolidate the north and south entrances into one main entrance that now provides adequate stacking distance for traffic existing the site.

10. The Applicant should undertake measures (e.g., landscaping, berming, depressed parking areas, etc.) to ensure that headlights from vehicles parked in spaces facing Route 659 are shielded so that a hazardous (blinding) situation is not created with vehicles traveling past the site on the road.

Applicant Response:

Given the sloping nature of the Property and the berming proposed as part of the buffer, headlights in the parking area will be fully shielded from Route 659.

11. A cash in lieu contribution equivalent to the Applicant's fair share cost of frontage improvements (which are proposed to be constructed as part of the VDOT project) needs to be discussed. The amount should be based on the percentage of site traffic to total traffic on this segment of Route 659. Further discussion on this matter is necessary.

Applicant Response:

A-175

At the March 20th meeting, it was undetermined how this cash in lieu contribution would be calculated. The Applicant would appreciate any previous examples that may be provided by Staff in order to effectively evaluate what the contribution may be or whether a contribution would even be appropriate considering that the Applicant is providing almost two acres of reserved right-of-way for the ultimate condition of Route 659.

Conclusion

OTS cannot support this proposal in its current form as it does not comply with the adopted Countywide Transportation Plan (2001 Revised CTP) with respect to the planned CTP road network and direct site access to regional roads. Should the applications move forward as proposed, OTS recommends that the comments in this referral be addressed through additional traffic analysis, coordination with VDOT and OTS staff, and inclusion of conditions of approval. OTS staff is available to meet with the Applicant to discuss the transportation issues related to this proposal.

Applicant Response:

The Applicant has addressed many of the outstanding comments through this referral response letter and the draft conditions of approval. Despite not providing vehicular access to, or proposing to extend, Russell Branch Parkway through the Property, which would require significant negotiation with adjacent property owners, it should be noted that the proposed access point on Route 659 is in compliance with the North Goose Creek Plan Amendment (CPAM 1997-0001). In addition, the inter-parcel connections provided through the property are more representative of the intentions of the plan amendment than the proposed extension of a major collector through this area.

As previously stated, it should also be noted that even though the Plat does not depict the extension of Russell Branch Parkway through the Property, the Applicant has planned for the worst case scenario and left ample space along the middle terrace of fields for the extension of Russell Branch Parkway through the Property. This is the primary reason that the Applicant is not agreeable to constructing these fields of synthetic turf until the proposed extension of Russell Branch Parkway is removed from the Countywide Transportation Plan.

VIRGINIA DEPARTMENT OF TRANSPORTATION (Kevin Nelson, Transportation Engineer, 3/18/08)

VDOT has reviewed the above plan and traffic impact study submitted on February 5, 2008, and received on February 26, 2008. The following comments are offered:

A-176

1. The page number references are not accurately indicated. For example Figure 17 is mentioned as being on Page 31, but it is on page 34.

Applicant Response:

The traffic study has been revised accordingly.

2. Item 3 in the "Introduction" part of the TIA indicates VDOT's pre-scope of work meeting form is included in Appendix A, but it is not.

Applicant Response:

The traffic study has been revised accordingly.

3. On Page 3, Item 1 (and many other parts of the TIA) mentions the unsignalized intersection of Belmont Ridge Road and Gloucester Parkway currently operates at an unacceptable LOS under both AM and PM peak hours for the side street movements. However, the Table 1 "Existing LOS" on page 17 and the submitted Synchro analysis show acceptable levels of service for the intersection as well as the side street. The report should be corrected in all applicable places accordingly.

Applicant Response:

The traffic study has been revised accordingly.

4. On Page 7, in the third paragraph the 15% rule schematic is in Appendix C, not B as indicated.

Applicant Response:

The traffic study has been revised accordingly.

5. The Figure 6 "Future Lane Use" on Page 13 is missing a through lane on the Intersection 1 lane configuration for the northbound movement.

Applicant Response:

The traffic study has been revised accordingly.

A-177

6. In Figure 8, the "Existing Peak Hour Traffic Counts" shown on Page 15 do not match the raw data. The intersection of Belmont Ridge Road and Gloucester Parkway clearly show this discrepancy.

Applicant Response:

The traffic study has been revised accordingly.

7. In Figure 9, the "Background Growth Forecasts 2010" growth rate on Page 18 should be applied to all movements, not just the through movement. For example, the growth rate has only been applied to the westbound movement on Gloucester Parkway and not on the eastbound (which is comprised of northbound right and southbound left volumes on Belmont Ridge Road).

Applicant Response:

The traffic study has been revised accordingly.

8. On Page 41, the second paragraph "Signal Warrant Analysis" mentions the ADT volumes used for the signal warrant analysis for the south site entrance were obtained from Figures 20 and 21, which show Total Future volumes for 2010 and 2015 respectively. Assuming a k-factor of 10%, the ADT used in signal warrant worksheets (Appendix M) couldn't be verified.

Applicant Response:

The traffic study has been revised to address this comment and now correctly shows that the north and south site entrances have been combined into one main entrance.

9. On Page 44 of the "Conclusions", the Table 5 "Future LOS" shows a deterioration of level of service at the intersection of Belmont Ridge Road and Gloucester Parkway as a result of the proposed development. The recommendations should include mitigation measures for this intersection.

Applicant Response:

The traffic study has been revised accordingly.

A-178

10. In Appendix C the "15% Rule" volumes indicated for Existing AM and PM peaks do not match the raw data.

Applicant Response:

The traffic study has been revised accordingly.

11. On Page 9 in the last paragraph the improvements listed, such as Gloucester Parkway (six lanes), are not identified in terms of what year they will be completed.

Applicant Response:

The traffic study has been revised accordingly.

12. In Figures 5 & 6 the asterisk in the legend states "Required Background Improvements", but it does not identify who will make the improvements.

Applicant Response:

The traffic study has been revised accordingly.

13. In Figure 7 the asterisk in the legend states "Improvements by others", but it is not clear who "others" are.

Applicant Response:

The "Improvements by others" most likely refers to the Belmont Community, more specifically, Toll Brothers.

14. On Page 16, Paragraph 4, under "Background Traffic Growth", the annual background traffic growth is computed but does not show the data which was used for this computation (such as which roadways were used in this calculation).

Applicant Response:

The traffic study has been revised to include the data that was used for this computation.

A-179

15. On Page 16, Paragraph 6, the background traffic growth is computed based on traffic counts on Route 659. A 2% growth rate was assumed but no documentation is provided.

Applicant Response:

The traffic study has been revised to include this documentation.

16. On Page 21, Paragraph 4, the trip distribution by each roadway is provided. However, it is not documented how the percentages were determined.

Applicant Response:

The traffic study has been revised accordingly.

17. On Page 22, Table 2, the "2010 other development Trip Generation Forecast" volumes for Lansdowne Village Greens Parcel E do not match with the source (Page 2 of the Traffic Analysis Addendum for Lansdowne Village Greens by Wells & Associates dated April 14, 2004).

Applicant Response:

The traffic study has been revised accordingly.

18. VDOT Land Development comments regarding this application will be submitted separately from this review.

VIRGINIA DEPARTMENT OF TRANSPORTATION (Kevin Nelson, 3/19/08)

The following comments are offered:

1. No proffers were provided for review.

Applicant Response:

A set of draft conditions of approval are enclosed with this referral response letter.

A-180

2. The half section of Rt. 659 should be constructed across the site frontage, in conformance with the currently planned widening for Rt. 659.

Applicant Response:

Through this application, the Applicant is providing almost two acres of reserved right-of-way for the ultimate condition of Route 659 free of charge to VDOT. In addition, the Applicant is willing to provide a multi-use trail along its frontage if this facility is eliminated from the ultimate Route 659 plans. The Applicant is requesting additional information from the Office of Transportation Services regarding a potential cash in lieu contribution that should address any potential construction contributions.

3. The traffic study and site plans do not agree regarding the access on the north side of the site. The plans indicate a right turn exit only and the traffic study indicates a right in right out access.

Applicant Response:

This comment is no longer valid due to the consolidation of the north and south property entrances into one main entrance.

4. The right out only northern entrance should be designed more like an acceleration lane to prohibit entering this access point from Rt. 659.

Applicant Response:

This comment is no longer valid due to the consolidation of the north and south property entrances into one main entrance.

5. The plan does not show the CTP extension of Russell Branch Parkway which bisects this site.

Applicant Response:

As previously stated, the extension of Russell Branch Parkway as a major collector west of Route 659 is an expansion upon the original purpose of this road. As stated in the North Goose Creek Plan Amendment (CPAM 1997-0001), this road is intended to provide local access to properties in the North Goose Creek Planning Area while limiting access points along Route 659. This road was never intended to become a major collector. For this reason, the Applicant has requested the removal of this road from the Countywide Transportation Plan, which has been endorsed by the Planning Commission. To compensate for the removal of this road, the Applicant is providing inter-parcel connections to the

A-181

adjacent northern and southern properties. The inter-parcel connections will serve to provide additional access points for these properties at the time in which they develop.

It should be noted that even though the Plat does not depict the extension of Russell Branch Parkway through the Property, the Applicant has planned for the worst case scenario and left ample space along the middle terrace of fields for the extension of Russell Branch Parkway through the Property. This is the primary reason that the Applicant is not agreeable to constructing these fields of synthetic turf until the proposed extension of Russell Branch Parkway is removed from the Countywide Transportation Plan.

6. Spacing from adjacent intersections needs to be evaluated before any new signalized intersections will be approved by VDOT. The spacing is required to conform with the VDOT crossover spacing standards current at the time the site plan is processed.

Applicant Response:

The intersections of Russell Branch Parkway to the north and Gloucester Parkway to the south are at least 1,000 feet from the main entrance to the Property. This crossover spacing distance adequately meets the standards for the installation of a signalized intersection.

7. Right of way and easements (grading, drainage, utility, etc.) should be dedicated for the widening of Rt. 659.

Applicant Response:

As previously stated, the Applicant is willing to reserve right-of-way up to the Ultimate ROW line, as shown on the Plat and will agree to grant the necessary easements at such time as they're requested.

8. It is unclear what is meant by showing "future" right of way and "ultimate" right of way for Rt. 659. All of the necessary right of way for future improvements to Rt. 659 should be dedicated at one time.

Applicant Response:

As previously stated, to clarify this discrepancy, the Future ROW line has been removed from the Plat.

A-182

9. It is suggested an extended and separated travel aisle be provided at the main entrance of the site to handle the queue of traffic entering and existing the parking lot. At the beginning and ending of sports events, the queue to turn into the site will be reduced if the on site access provides better circulation.

Applicant Response:

The on-site access has been revised to provide better circulation.

10. Consolidation of this site with adjacent sites should be considered to improve the traffic circulation into and out of the site. Signalized intersections along Rt. 659 should be minimized as much as possible to provide better levels of service along this arterial roadway.

Applicant Response:

The Plat has been revised to show inter-parcel connections that will facilitate any future parcel consolidation or access from adjacent parcels through the Property. The Applicant understands the reasoning for the minimization of traffic signals along Route 659, but not providing a full crossover at the Property's main entrance in the ultimate design of Route 659 will result in u-turn movements at intersections to the north and south of the Property along Route 659. This may cause an unsafe condition for vehicles accessing the Property.

LOUDOUN COUNTY SANITATION AUTHORITY (Julie Atwell, 3/17/08)

The Sanitation Authority could provide water and sanitary sewer service to the subject properties in the proposed use. Water service would be by means of extension from existing main along Belmont Ridge Road. To establish sanitary sewer service, the developer of Play to Win Sports proposes to extend the Authority's collection system from the Belmont interim Wastewater Pumping Station, which is some 1700 feet offsite. This pumping station is operated by LCSA, and owned by Belmont Land L.P. Belmont Land L.P. would need to approve such a routing of flow.

Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards.

Applicant Response:

Through extensive meetings with Loudoun Water and the Belmont Community, the Applicant has an agreement in place to extend sewer service to

A-183

the Property. The Applicant will comply with Loudoun Water's Statement of Policy; Rates, Rules and Regulations; and Design Standards.

LOUDOUN COUNTY HEALTH DEPARTMENT (Matthew D. Tolley, Sr. Env. Health Specialist, 3/7/08)

The Health Department recommends approval of this application. There are no on-site facilities that are of concern to the Health Department. The plat reviewed was prepared by Urban Engineering and was revised 4 December 2007.

Applicant Response:

The Applicant concurs with this response.

Please feel free to contact me if you have any questions or comments concerning this referral response.

Sincerely,

WALSH, COLUCCI, LUBELEY, EMRICH
& WALSH, P.C.



Michael Romeo, AICP
Land Use Planner

Enclosures:

- Revised Special Exception and Zoning Modification Plat
- Revised Statement of Justification
- Revised Draft Open Space Easement and Plat
- Draft Conditions of Approval
- Drop-Off Parking Spaces Breakdown

A-184

cc: Chris Bourassa, President, Play to Win, LLC
Brian Sears, P.E., Associate, Urban, Ltd.
Dave Herring, Principal, Herring & Trowbridge Architects
J. Randall Minchew, Managing Attorney – Leesburg Office, Walsh, Colucci,
Lubeley, Emrich & Walsh, P.C.
Mil L. "Flip" Wallen, III, CEO, Trinity Group Construction
Cora McManis, Director of Marketing, Play to Win, LLC
Marc Tasker, CCIM, SIOR, Principal, NAI KLNB

A-185